

HONGKONG
WEEKLY.

ILLUSTRATED

The China Mail.

ESTABLISHED 1845

Don't Forget

TO ORDER THE
'OVERLAND
CHINA MAIL.
BEFORE GOING HOME.

No. 13,865.

號六十月九年七零百九千一英

HONGKONG, MONDAY, SEPTEMBER 16, 1907.

第九月八年未丁

PRIME, 88.00 Per Month.

Intimations.

THORNE'S
OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE
OF GREENOCK AND HAS BEEN SOLD SINCE 1853

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & Co. Ltd.

Hongkong, May 1, 1907.

TAI KWONG CO.,

109, Des Voeux Road Central.

GASOLINE LAMPS

AND
WELSBACH MANTLES.

Hongkong, June 14, 1907.

CHINA EXPRESS CO.,

3, DUDDELL STREET.

SHIPPING, FORWARDING AND

INSURANCE AGENTS

PACKING & WHAREHOUSING.

PARCELS and Cases of any size, shape,
or weight sent to all parts of the
world. Duty and all other charges can be
prepaid, if desired, so that they are deli-
vered absolutely free.

Hongkong, July 1, 1907.

'THE WORLD'S NEWS'

(SAI KAI KUNG YIK PO)

A LEADING CHINESE PAPER.

Wide Circulation in Hongkong and
South China.

SUPERIOR MEDIUM FOR CHINESE
ADVERTISING.

BLOCKS MADE, HALF TONING.

PRINTING A SPECIALITY.

Orders Promptly attended to.

161, DES VOEUX ROAD CENTRAL.

Hongkong, March 12, 1906.

INTERNATIONAL SLEEPING

CAR & EXPRESS TRAINS

COMPANY.

(THE GREAT TRANS-SIBERIAN
ROUTE TO EUROPE).

HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates
of passage, etc., in connection with above.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, August 7, 1907.

YUET HAN RAILWAY CO., LTD.

TENDERS are invited for the SUPPLY
of 50,000 (Fifty Thousand) AUSTRALIAN
HARD WOOD SLEEPERS Composed of

MURRAY RED GUM

RED MAHOGANY

WHITE do.

GREY BOX

TALLOW WOOD

BLACK BUTT

WHITE STRINGY BARK

RED do.

TURPENTINE

BLUE GUM.

all in equal proportional quantities.

Size of Sleepers: 8 ft. long by 9 in. wide
by 6 in. thick.

Price in Hongkong currency C.I.F.

Wongshu Railway Wharf, Canton.

Delivery to be completed at the end of
February, 1908. Tenders to be opened in
the Railway Co.'s Head Office, Canton,
Monday, the 14th October, 1907, at 2 p.m.

All Sleepers must be accompanied by a
Government Certificate.

All Tenders must be accompanied with
500 dollars.

The right to accept or reject any or all
of the Tenders is reserved.

The KWONGTONG MERCHANTS
ADMINISTRATION OF THE

YUET HAN RAILWAY CO., LTD.

Canton, August 31, 1907.

CARMICHAEL AND

OLARKE.

CONSULTING ENGINEERS AND
SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

Repairs promptly attended to.

TELEGRAMS: 'CARMICHAEL', HONGKONG.

A. B. O. Code, 4th Edition.

A. 1 Code.

Eleber's Standard Code.

TELEPHONE 232.

LABUAN COAL.

THE LABUAN COALFIELDS COM-
PANY, LTD., are now prepared to
banker Steamers at LABUAN, with Good
Fresh Quality LABUAN COAL, doubly
screened and straight from the Mines.
For further particulars, apply to
BRADLEY & CO.,
Agents.

Telegraphic Address:—
'LABOR', Labuan.
Hongkong, March 12, 1907.

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS.

WORKS:

KOWLOON BAY.

OFFICES & STORES:

No. 20, CONNAUGHT ROAD

**HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain S. Bell Smith.

s.s. POWAN, 2,333 tons, Captain H. Irwin Black.

s.s. FAISHAN, 2,280 tons, Captain Lloyd.

s.s. KINSHAN, 1,995 tons, Captain B. Branch.

s.s. HONGSHAN, 1,998 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m.

(Sunday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).

The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday.

at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday,

Thursday and Saturday, at 5.30 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the

River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT
COMPANY, LIMITED.

Hongkong-Macao Line.

s.s. SUI-AN, 1,651 tons, Captain W. A. Valentine.

s.s. SUI-TAI, 1,651 tons, Captain G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and

at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions,

leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

The S.S. SUI-AN and SUI-TAI will not run on SUNDAY next.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain W. Reynolds.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 p.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAI-NAM, 588 tons, Captain J. Wilcox.

s.s. NANNING, 588 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday

and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days

at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin

Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Horst Mansions, (First Floor), opposite the Hongkong Hotel.

Or of BUTTERFIELD AND SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

JAPANESE BEER

'YEBISU' 'SAPPORO' 'ASAHI'

AND A NEW BRAND OF SPECIAL LIGHT BEER

'P E A C E'

IDEAL AND WHOLESOME.

EACH BRAND has obtained the highest AWARD at International Exhibitions.

The largest demand in the whole of Japan. Quality speaks for itself.

PRICE EXCEEDINGLY MODERATE.

THE MITSUI BUSSAN KAISHA, Sole Agents.

Hongkong, August 21, 1907.

TIFFIN

SPECIALLY SERVED FOR BUSINESS MEN

AT THE

CONNAUGHT HOTEL

MONTHLY RATES.

Hongkong, September 2, 1907.

CAMPBELL, MOORE & CO., LTD.

Hair Dressers, Wig Makers

and Perfumers.

ELECTRIC MASSAGE

(FACE OR SCALP)

at the Shop, or elsewhere by special

arrangement.

Hongkong, September 2, 1907.

A LING & CO.,

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of Every

Description in Stock.

Developing and PRINTING UNDERTAKEN.

Hongkong, August 1, 1907.

THE CARLTON HOUSE HOTELS,

Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.

AIRY ROOMS, CUISINE A SPECIALTY. COMFORTS OF RESIDENTS STUDIED.
FOR RATES, APPLY TO THE MANAGER.

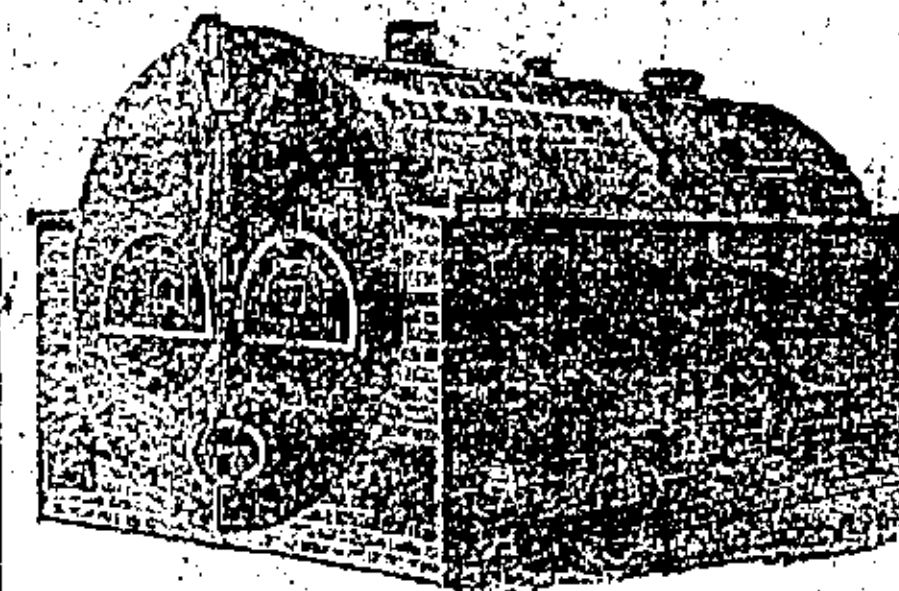
Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.



ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

Office: 8, DES VOEUX ROAD

LANE, CRAWFORD & CO.

Just Received

NEW STOCK OF

'WALKOVER'

BOOTS

IN

BLACK AND BROWN

\$10.50 Per Pair.

SATISFACTION GUARANTEED WITH EVERY PAIR

LANE, CRAWFORD & CO.

Hongkong, August 31, 1907.

WILKS & JACK, LTD.

ELECTRICAL, MECHANICAL AND GAS ENGINEER

SOLE AGENTS IN CHINA FOR

The Welsbach Incandescent Gas Light Co.

MANUFACTURERS & OWNERS

in the

UNITED KINGDOM

of the

WELSBACH INCANDESCENT

GAS LIGHT SYSTEM.

A large stock of the latest

and most improved Fittings

and Burners on hand.

AUR' MANTLES, CHEAPEST

AND MOST RELIABLE.

SHOW ROOMS & OFFICES:

14, Des Voeux Road Central,

HONGKONG.

14, Robinson Road, Kowloon.

TELEPHONE: 358 & 38 1/2.

Hongkong, September 3, 1907.

PATELL & CO.,

SHAMEEN, CANTON.

GENERAL STOREKEEPERS,

WHOLESALE and RETAIL

DEALERS IN

WINES and SPIRITS.

Export & Import Merchants,

AND

Commission Agents.

NORTH BRITISH AND MEXICANTILE

INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1906

£17,837,119 8 1/2

— Authenticated Capital £2,000,000

Subscribed Capital £2,750,000

Paid-up Capital £2,750,000

II—Fire Funds £3,888,720 19 8 1/2

III—Life & Annuity Funds £1,713,808 19 10 1/2

Revenue Fire Branch £2,061,044 19 8 1/2

Life & Annuity Branch £1,713,808 19 10 1/2

£3,774,853 19 8 1/2

The Accumulated Funds of the Fire and

Life Departments are free from liability in

respect of each other.

SHEWAN, TOMES & CO.,
Agents.

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory;

In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory;

Shewan, Tomes & Co.

GENERAL MANAGERS

FAIRALL & CO.

STOCK TAKING SALE

on September 2nd, 1907.

EVERYTHING GREATLY REDUCED.

NEW AUTUMN SUITS

at Sale Prices.

7 and 9, PEDDER STREET.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP-TO-DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Manager.

SUMMER REQUISITES

PRICKLY HEAT LOTION AND POWDER

SAFE REMEDIES FOR ALLAYING THE IRRITATION.

SUN GLASSES

(IN GREAT VARIETY)

'NESTOR' SANITARY FLUID

A RELIABLE DISINFECTANT

Pints Tins 50 Cents; One Gallon Tins \$2

VICTORIA DISPENSARY.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906

(UNDER ROYAL PATRONAGE).

MEE CHEUNG, ART PHOTOGRAPHER.

NEW STOCK

Kodak Developing Tanks and Powders. All Sizes of Films.

Johnson & Son's Various Developers.

Ilford Self-toning Papers, etc., etc.

Hongkong, April 2, 1907.

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Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
VERY FINE PANORAMIC VIEWS OF HONGKONG.
8A, QUEEN'S ROAD CENTRAL.

TYPEWRITERS! TYPEWRITERS!!
Typewriters repaired, cleaned,
overhauled, and broken parts
duplicated under expert
supervision.

Old Machines Renovated. Terms Very Moderate.

SATISFACTION GUARANTEED.

BICYCLES
FOR SALE, REPAIR, EXCHANGE AND HIRE.

THE DRAGON CYCLE CO.,

11, D'Aguilar Street.

Hongkong, February 16, 1907.

Holloway's
PILLS & OINTMENT
Should be in every Home.

The Pills & The Ointment
CURE INDIGESTION, CURES SPRAINS, WOUNDS,
BRUISES, HEADACHE, SORES, SKIN ERUPTIONS,
CONSTIPATION, AND COMPLAINTS OF
FLATULENCE, DIZZINESS, & THE CHEST AND THROAT.

RECOMMENDED AND
USED BY ALL GOOD NURSES.

Manufactured only at 28, New Oxford Street (late 53, Oxford Street, London).

THERE IS NO DOUBT
THAT

where Eno's 'Fruit Salt' has been taken to the earliest stages
of a disease it has in innumerable instances prevented a serious
illness. The effect of

ENO'S 'FRUIT SALT'

upon any disordered, sloopy, or feverish condition is simply
marvellous and unsurpassed. In fact it

IS
NATURE'S OWN REMEDY

CAUTION.—Examine the wrapper and see that it is marked ENO'S 'FRUIT SALT'.
Beware you have the identical form of factory-imitation.
Solely by J. C. ENO, Ltd., FRUIT SALT WORKS, LONDON, S.W.
Solely by Chemists and Stores everywhere.

DINNEFORD'S

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Sour Eructations, Bilious Affections.

DINNEFORD'S
MAGNESIA

The Physician's
Cure for Gout,
Rheumatic Gout
and Gravel.

Safest and most
Effective Agent
for
Regular Use.

OAKLEY'S WELLINGTON
KNIFE POLISH
KNIFE BOARDS
JOHN OAKLEY & SONS
BLACK LEAD MINES, LONDON.

JOHN OAKLEY & SONS LIMITED, "Wellington Mills, London."

Intimations.

MITSU BISHI COSHI KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT
MARUNO-UCHI, TOKIO.

CABLE ADDRESS: "IWASAKI,"
Which applies to all Branch Offices.
A1, A B O 6th Edition, Western Union
Codes used.

All Letters Addressed to—
MANAGER, MITSU BISHI CO.,
with name of place under.
BRANCH OFFICES:—
NAGASAKI, MOJI, KOBE, KANAGAWA,
SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:
YOKOHAMA: M. ARADA, Esq.
OHKAWA: Messrs. GARRING & Co
MANILA: Messrs. MACDONALD & Co.

SOLE PROPRIETORS of Takasima,
Ochi, Shinjima, Namakura and Kani-
Yamada Collieries and also Hojo Colliery,
which will shortly be ready to produce on a
large scale the best Buzen Coal.
The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coal produced from the above
Collieries.

T. MATSUKI, Manager, Hongkong,
No. 2, Pender Street.

Hongkong, April 25, 1906. 816

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

THE ORDINARY GENERAL MEET-
ING OF SHAREHOLDERS in the
above Company will be held at the Com-
pany's Office, on SATURDAY, the 28th
September, at Noon, for the purpose of
receiving the Report of the General Man-
agers, together with a Statement of Accounts
to 30th June, 1907.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 14th to
the 28th September, both days inclusive.
DOUGLAS, LAURIE & Co.,
General Managers,
Hongkong, September 9, 1907. 1459

STOCKTAKING

A FEW SHOP-SOILED MACHINES
AT AUCTION PRICES.
SINGER SEWING MACHINE CO.,
72a, Queen's Road Central.
Hongkong, September 5, 1907. 1440

S. GREENFIELD
Successor to
HARRIS-KEENEY CO.,

MANUFACTURER OF HIGH GRADE RATTAN
AND LIVEN FINE FURNITURE.
PEDDER STREET, opposite Main
Entrance to Hongkong Hotel.
A 10 per cent discount will be allowed to
all local residents.
Hongkong, July 31, 1907. 1242

W. G. HUMPHREYS & CO.
BANK BUILDINGS.

Hongkong, May 18, 1906. 1024

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m., Every 30 minutes.
7.30 a.m. to 8.00 a.m., Every 15 minutes.
8.00 a.m. to 8.30 a.m., Every 15 minutes.
8.30 a.m. to 9.00 a.m., Every 15 minutes.
9.00 a.m. to 9.30 a.m., Every 15 minutes.
9.30 a.m. to 10.00 a.m., Every 15 minutes.
10.00 a.m. to 10.30 a.m., Every 15 minutes.
10.30 a.m. to 11.00 a.m., Every 15 minutes.
11.00 a.m. to 11.30 a.m., Every 15 minutes.
11.30 a.m. to 12.00 p.m., Every 15 minutes.
12.00 p.m. to 1.00 p.m., Every 15 minutes.
1.00 p.m. to 1.30 p.m., Every 15 minutes.
1.30 p.m. to 2.00 p.m., Every 15 minutes.
2.00 p.m. to 2.30 p.m., Every 15 minutes.
2.30 p.m. to 3.00 p.m., Every 15 minutes.
3.00 p.m. to 3.30 p.m., Every 15 minutes.
3.30 p.m. to 4.00 p.m., Every 15 minutes.
4.00 p.m. to 4.30 p.m., Every 15 minutes.
4.30 p.m. to 5.00 p.m., Every 15 minutes.
5.00 p.m. to 5.30 p.m., Every 15 minutes.
5.30 p.m. to 6.00 p.m., Every 15 minutes.
6.00 p.m. to 6.30 p.m., Every 15 minutes.
6.30 p.m. to 7.00 p.m., Every 15 minutes.
7.00 p.m. to 7.30 p.m., Every 15 minutes.
7.30 p.m. to 8.00 p.m., Every 15 minutes.
8.00 p.m. to 8.30 p.m., Every 15 minutes.
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8.30 a.m. to 9.00 a.m., Every 15

GEO. ANGUS & CO.,

LIMITED,
ST. JOHN'S WORKS, NEWCASTLE-ON-TYNE.
Oak Tanned Leather Belting,
Link Belting, Raw Hide Belting,
Raw Hide Cords, &c.
CANVAS ROPE, COTTON BELTING,
HAIR BELTING,
WORKS—BENTHAM, LANCASTER.



Also the Original
**ADMIRALTY QUALITY INDIA
RUBBER SHEET** (Invaluable)
TRADE MARK
THE "RED ANGUS" SHEET.

All Genuine Goods stamped with
our Trade Mark.
Agencies in Colombo, Bombay,
Rangoon, Shanghai, &c.

Banks.**HONGKONG AND SHANGHAI
BANKING CORPORATION.**

Paid-up Capital \$10,000,000
RESERVE FUNDS
Sterling \$10,000,000
Silver \$11,750,000
RESERVE LIABILITY OF
PROPRIETORS \$10,000,000

COURT OF DIRECTORS:—
G. H. McLEHURST, Esq., Chairman.
Hon. Mr. Henry Kewley, Deputy
Chairman.
A. Fuchs, Esq., J. A. Raymond, Esq.,
E. Goetz, Esq., E. Shollim, Esq.,
R. Shaw, Esq., H. A. W. Slade, Esq.,
O. R. Lenzmann, Esq., H. E. Tomkins, Esq.,
CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY
BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per
cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 1/2 per cent. per annum.
" 6 " 3 " " "
" 12 " 4 " " "
J. R. M. SMITH,
Chief Manager.
Hongkong, August 17, 1907. 66

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-
ducted by the HONGKONG AND
SHANGHAI BANKING CORPORA-
TION. Rules may be obtained on ap-
plication.
INTEREST on deposits is allowed at
3 1/2 PER CENT. per annum. Depositors
may transfer at their option balances of
\$100 or more to the HONGKONG AND
SHANGHAI BANK, to be placed on
FIXED DEPOSIT at 4 PER CENT. per
annum.
For the Hongkong and Shanghai
Banking Corporation,
J. R. M. SMITH,
Chief Manager.
Hongkong, January 12, 1907. 1617

**THE CHARTERED BANK OF INDIA,
AUSTRALIA, AND CHINA.**

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

AD-UP CAPITAL £2800,000
Shortly to be increased to
£1,200,000.
RESERVE FUND £1,075,000
Shortly to be increased to
£1,475,000.
RESERVE LIABILITY OF PRO-
PRIETORS £800,000

INTEREST allowed on Current Account
at the rate of 2 1/2 per cent. on the daily
balance.
On Fixed Deposits for 12 months 4 1/2
" 6 " 3 1/2
" 3 " 2 1/2
JOHN ARMSTRONG,
Manager.
Hongkong, May 16, 1907. 64

**THE BANK OF TAIWAN
LIMITED.**

(INCORPORATED BY SPECIAL IMPERIAL
CHARTER.)

AUTHORIZED CAPITAL Yen 5,000,000.
PAID-UP CAPITAL Yen 3,750,000.
RESERVE FUND Yen 630,000.

HEAD OFFICE:—TAIPEI, FORMOSA.
BRANCHES AND AGENCIES:
Amoy, Kobe, Tientsin,
Anping, Nagasaki, Tamsui,
Fouchow, Osaka, Yokohama,
Keelung, Shanghai, Swatow.

HONGKONG OFFICE:

3, DES VOGES ROAD.
Interest allowed on Current Account.
Deposits received on terms which may be
learned on application.
D. TOHDOW,
Manager.
Hongkong, April 5, 1907. 21

**YOKOHAMA SPECIE
BANK.**

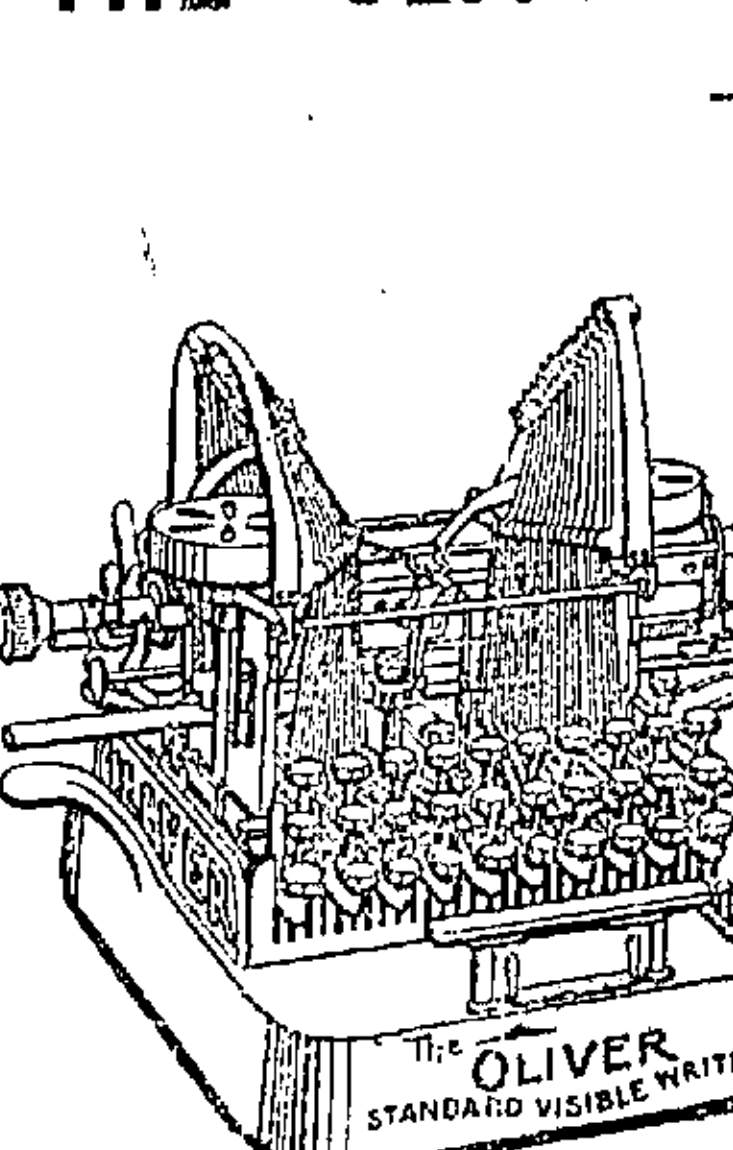
ESTABLISHED 1880.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 14,550,000

BRANCHES AND AGENCIES:
TOKYO, KORE, NAGASAKI,
LONDON, LYONS, NEW YORK,
SAN FRANCISCO, HONGKONG, BOMBAY,
SHANGHAI, TIENTSIN, CANTON,
HANKOW, PEKING, NEWCHOW,
PORT ARTHUR, DALNY, ANTUNG,
LIANYUNG, MUKDEN, TIE-LING,
CHANGCHUN.

HEAD OFFICE—YOKOHAMA.
HONGKONG—Interest allowed.
On Current Account at the rate of 2 1/2
per cent. on the daily balance.
ON FIXED DEPOSITS:—
For 12 months 4 1/2 per cent.
For 6 months 3 1/2 " "
For 3 months 2 1/2 " "

TAKIO TAKAMOTO,
Manager.
Hongkong, April 6, 1907. 6

THE OLIVER TYPEWRITER.

VISIBILITY.
SIMPLICITY.
DURABILITY.

Unrivalled for Duplicating.
Writing in Sight,
— Universal Keyboard.

TYPEWRITER RIBBONS
and supplies for ALL Ma-
chines kept in Stock.

1, PRINCES BUILDINGS.

Hongkong, July 10, 1907. 1005

Banks.**THE NATIONAL BANK OF CHINA,
LIMITED.**

HEAD OFFICE:—HONGKONG.
AUTHORIZED CAPITAL £200,475
PAID-UP CAPITAL £242,718
CAPITAL RESERVE FUND £12,735
RESERVE FUND £300,000

LONDON BRANCH:
61, Old Broad Street, E.C.
MANAGER:—GEORGE MUNRO.
LONDON BANKERS:—
Par's Bank,
Commercial Bank of Scotland.
The Bank grants drafts and telegraphic
transfers and conducts every description of
Eastern Banking business.
INTEREST allowed on Current Account
at the rate of 2 1/2 per cent. on the daily
balance.
On Fixed Deposits for 12 months 6 per cent.
" 6 " 5 " "
" 3 " 4 " "
" 1 " 3 " "
G. O. MOXON,
Managing Director.
Hongkong, September 23, 1906. 8

**INTERNATIONAL BANKING
CORPORATION, B.**

FISCAL AGENTS OF THE UNITED STATES IN
CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL, PAID-UP Gold \$3,250,000
about Mex. \$5,300,000.
RESERVE FUND Gold \$3,250,000
about Mex. \$5,300,000.

HEAD OFFICE:—NEW YORK.
LONDON OFFICE:—THORNHILL HOUSE,
E.C.
LONDON BANKERS:
BANK OF ENGLAND,
National Provincial Bank of England, Ltd.
The Capital and Counties Bank, Ltd.

BRANCHES AND AGENTS ALL OVER THE WORLD.
THE Corporation Transacts every de-
scription of Banking and Exchange
business, receives money in Current Ac-
count at the rate of 2 1/2 per cent. on daily
balance and accepts Fixed Deposits at the
following rates:
For 12 months 4 1/2 per cent. per annum.
For 6 " 4 " " "
For 3 " 3 " " "

No. 9, QUEEN'S ROAD CENTRAL,
HONGKONG.
W. M. ANDERSON,
Manager.
Hongkong, July 24, 1907. 2

**NEDERLANDSCHE HANDEL-
MAATSCHAPPIJ.**

(NETHERLANDS TRADING SOCIETY).

ESTABLISHED 1824.

PAID-UP FL. 45,000,000 (£3,750,000).
RESERVE FUND FL. 5,000,000 (£417,000).

HEAD OFFICE:—AMSTERDAM.
HEAD AGENCY:—BATAVIA.

BRANCHES:—Singapore, Penang,
Shanghai, Rangoon, Samang, Surabaya,
Batavia, Padang, Medan (Deli), Palom-
bang, Kota-Badjah, (Achen) Bandjermasin.
Correspondents at Macassar, Bombay,
Colombo, Madras, Pondicherry, Calcutta,
Bangkok, Saigon, Haiphong, Hankow, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c., &c.

LONDON BANKERS:—The Union of
London and Smiths Bank, Limited.
The Bank buys and sells and receives for
collection Bills of Exchange, issues letters
of credit on its Branches and correspond-
ents in the East, on the Continent in Great
Britain, America, and Australia, and trans-
acts banking business of every description.

INTEREST ALLOWED
On Current Accounts 2 1/2 per cent. on
daily balance.
Fixed Deposits 12 months 4 1/2 per cent.
Do. 6 months 4 " Do.
Do. 3 months 3 1/2 " Do.
J. L. VAN HOUTEN, Agent.
Hongkong, June 8, 1907. 416

Banks.**THE MERCANTILE BANK OF
INDIA, LIMITED.**

AUTHORIZED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID UP £625,000
RESERVE FUND £170,000

LONDON JOINT STOCK BANK, LIMITED.
INTEREST allowed on Current Accounts
at the rate of 2 1/2 per cent. on the daily
balance.
On Fixed Deposits:—
For 12 months 4 1/2
" 6 " 3 1/2
" 3 " 2 1/2
EVAN ORMISTON,
Manager.
Hongkong, May 1, 1907. 42

RUSSO-CHINESE BANK.

ORGANISED UNDER IMPERIAL DECREE OF
10TH DECEMBER, 1895.

CAPITAL 15,000,000 Roubles.
SUBSCRIBED 2,000,000 Roubles.
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**EAST PRATA RECLAMATION
SCHEME.**

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CARNIVAL FOR MANILA.

Manila will have a carnival. This was
the unanimous decision of one hundred and
twenty five of her most prominent citizens
at a recent meeting after the plans that
have been sketched by the working
committee were briefly laid before them by
speakers representing every phase of the
vast population of the city and the islands.
The resources of the government, the
business and professional men and several
foreign corporations were pledged to the
success of the undertaking and the
executive committee starts off this morning
with a fund that amounts to almost twelve
thousand pesos, practically cash, to begin
its advertising campaign which will
emburse the whole of the civilized world,
Dates have not yet been decided.

**GENERAL STOESELS
BRAVERY.****A Doubtful Testimonial.**

Among other witnesses who have been
summoned to give evidence before the
Court which is investigating the surrender
of Port Arthur are 51 privates of the Port
Arthur garrison, who have made a special
deposition in defence of General Stoesel,
Smirnov and Fock. The nature of these
depositions may be judged from the follow-
ing statement of a private of the 13th
Eastern Siberian Rifle Battalion, P. O.
Muislovsky, which we reproduce verbatim:
"We were all under the influence of
General Smirnov and respected him until
the arrival at the fortress of Major-General
Stoesel. He was better than General
Smirnov by his daring and resolution, but
he was ruined by pity, that many would be
destroyed if we continued to fight. We
rarely saw him, but always saw him resolute
and bold. He would appear before us—flash
past, and say: 'Don't be timid, brother!'
He himself really, it was evident, was
timid before the enemy, but always cheer-
ed us up with his strong words. But he
was never seen on the field of battle. He
comes, his eyes flash, and he says:
'Brothers! I'm with you—defend the
fortress to the last drop of blood,' but after
the first volley nobody ever saw him."

A STUPID ALLEGATION.**Chinese Censor's Fatuity.**

The "Mainichi" has received the
following telegram from its correspondent
at Peking:—An influential Censor has
submitted a representation to Their
Majesties regarding the placing of orders
in Japan by the authorities of various
Provinces for the construction of warships.
Japan, he alleges, repairs and refurnishes
old vessels of her own, which were used in
the recent war and sells them to China,
and the Chinese authorities do not
discover that they have been deceived.
Being strongly impressed by this assertion,
Li-Liang, the Minister of War, has advised
Their Majesties to instruct the provincial
Governments to insist upon strict contracts
in the event of Japan or other foreign
countries being asked to construct war-
ships. The accusation made by the censor
is attributed to the influence of certain
foreigners who have been trying to sow
distrust between the Japanese dockyard
companies and the Chinese authorities.
In this connection it is said that the recent
visit of officials of the Kawasaki Dockyard
to Peking attracted much attention among
foreigners.
We ("Kobe Herald") do not hesitate to
assert that the allegation referred to in the
above message is utterly without founda-
tion. So far as we are aware, the only Chinese
warships lately constructed in Japan have
been built at the Kawasaki Dockyard, and
as to these ships we have ourselves seen
them in frame, when completed for the
water and during the launching. In each
case the construction has been directly
supervised by a competent Chinese naval
officer, and the vessels have given satis-
faction to the provincial authorities by
whom they were ordered.

For Sale.**FOR SALE.****INLAND LOT No. 1706.**

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WAN ROAD, Hongkong, (next to
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Hongkong, September 8, 1907. 1426

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at
Alacrity*	despatch-rouel	1700	12	3000	Comdr. E. La T. Leatham	Japan
Astrea	cruiser, 2nd class	4380	10	3000	Captain S. L. Vaughan Lee	Japan
Bedford	cruiser, 1st class	9700	—	—	—	Japan
Bramble	river gunboat	710	2	800	Lieut. Comdr. Davidson	Wohaiwei
Britomart	river gunboat	710	2	900	Lieut. Comdr. Bamber	Hongkong
Cadmus	sloop	1070	6	1400	Comdr. R. L. Majendri	Wohaiwei
Cherub	water tank and tug	350	—	300	—	Hongkong
Clio	sloop	1070	6	1400	Comdr. C. D. S. Ralke	Hongkong
Fame	torpedo boat destroyer	360	6	6700	Lieut. Comdr. Gresson	Amoy
Fleur	cruiser, 2nd class	4380	10	7000	Capt. R. Nugent	Hongkong
Foxy	torpedo boat destroyer	275	6	4000	Lieut. Comdr. W. H. Darwell	Amoy
Hardy	torpedo boat destroyer	275	6	4000	Lieut. Comdr. Dickens	Amoy
Janus	torpedo boat destroyer	280	6	3900	—	Hongkong
Kens	cruiser, 1st class	14,000	14	22,000	Capt. De Hovey	Japan
King Alfred	cruiser, 1st class	6000	14	20,000	Capt. Odi F. Thurnaby, R.N.	Japan
Kinsla	cruiser, 1st class	618	4	11,000	Lt.-Comdr. Crabtree	Wuhu
Moormouth	cruiser, 1st class	8800	—	—	Capt. A. J. Take	Japan
Other	river gunboat	180	2	800	Lt.-Comr. R. E. Vaughan	West River
Robin	torpedo boat destroyer	360	6	6300	Lieut. Comdr. J. Kiddle	West River
Sandpiper	river gunboat	85	2	240	Lt.-Comr. G. O. Walcott	West River
Snipe	river gunboat	85	2	240	Lt.-Comr. Tickle	Yangtze
Taku	river gunboat	250	6	6500	Lt.-Comdr. Tennyson	Hongkong
Tamar	torpedo boat destroyer	4610	6	—	Commodore Stokes	Hongkong
Test	receiving ship	180	2	800	Lt.-Comdr. Godfrey	Hankow
Thistle	river gunboat	710	2	800	Lt.-Comdr. West	Shanghai
Vingo	torpedo boat destroyer	355	6	450	Lieut. Comdr. Stevenson	Amoy
Waterwitch	surveying ship	360	6	5900	Comdr. B. W. Glennie	Amoy
Whiting	torpedo boat destroyer	195	2	800	Lt.-Comdr. G. B. Spicer-Simon	Upper Yangtze
Widgeon	river gunboat	150	2	500	Lieut. Comr. Todd	Upper Yangtze
Woodcock	river gunboat	150	2	500	Lieut. Comr. Jno. F. Knox	Upper Yangtze

* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	
Kaiser Franz Joseph	Austro-Hungarian cruiser	4309	25	9000	Capt. Wilhelm Pachter	Yokohama
Achéron	French armoured cruiser	1798	10	1700	Lieut. Faure	Haiphong
Adour	French receiving-ship	3000	—	—	Lieut. Merle	Haiphong
Alouette	French cruiser	125	—	500	Capt. Fourrier	Shanghai
Agas	French gunboat	125	—	500	Commodore Kuchel	Capo St. James
Brink	French cruiser	—	—	150	Lieut. Anderson	Osaka
Caracado	French gunboat	645	10	1000	Comdr. Rochas	Shanghai
Decidie	French gunboat	11,242	—	150	Lieut. Hux	Shanghai
D'Entrecasteaux	French gunboat	645	10	1000	Lieut. L'Est	Shanghai
Esturgeon	French sub-marine	350	7	500	Capt. Tracou	Saloon
Frede	French destroyer	200	6	300	Lieut. Coquelin	Saloon
Henri Riviere	French gunboat	350	7	500	Lieut. Thierry	Saloon
Jacquin	French gunboat	1250	6	2500	Lieut. Porter	Saloon
Kersaint	French cruiser	200	6	300	Lieut. Gordaner	Haiphong
Lynx	French sub-marine	307	0	300	Commodore Simon	Saloon
Mosne	French gunboat	307	0	300	Lieut. Armbruster	Saloon
Oly	French destroyer	307	0	300	Lieut. du Chemin	Saloon
Peloo	French gunboat	350	7	500	Capt. Griller	Chongking
Pistolot	French gunboat	350	7	500	Lieut. Lavielle	Tientsin
Pracoe	French torpedo-boat	350	7	300	Lieut. de Rinsach West	Hongy
Recontable	French sub-marine	947	8	6071	Lieut. Ghoroux	Saloon
Stryx	French battleship	1793	10	1700	Reserve	Saloon
Takung	French gunboat	250	6	—	Capt. Dupres	Saloon
Takou	French gunboat	6150	23	4550	Capt. Targem	Saloon
Tachen	French destroyer (reserve)	123	7	500	Lieut. Devarene	Saloon
Vielante	French gunboat	10,680	34	14,000	Captain Wilken	Kantow
Fürst Bismarck	German flag ship	900	10	1300	Comdr. K. J. al	Hongkong
Itis	German gunboat	800	10	1300	Comdr. von Jassowsky-Wehner	Tientsin
Jaguer	German gunboat	3250	10	1344	Comdr. von Rottke und Panthen	Hongkong
Leipzig	German gunboat	2000	10	—	Comdr. Sillken	Hongkong
Ludwig	German gunboat	400	—	—	Capt. Witzel	Amoy
N. 90	German cruiser	400	—	—	Lieut. Jakobi	Tientsin
S. 10	German torpedo-boat	280	—	—	Lieut. Hesse	Tientsin
Taku	German torpedo-boat	200	10	1350	Comdr. von Koss	Hongkong
Tiger	German gunboat	223	5	1320	Capt. Liet Fortsch	Capito Bay
Teintant	German river gunboat	223	3	600	Capt. Eiet. J. Toussaint	Philippine River
Waterland	German river gunboat	—	3	600	Lieut. Niechers	Yangtze River
Wesvare	German river gunboat	—	—	—	Baron de Saint Pierre	Shanghai
Yorubio	Italian cruiser	2145	—	—	Captain Pedresco	Milca
Rio Lima	Portuguese gunboat	780	—	—	Ensign A. K. Shoup	Philippine
Arsay	U. S. gunboat	420	7	8000	Lieut. Woodward	Japan
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Manila
Barry	U. S. torpedo-boat destroyer	420	7	8000	Ensign Gray Wilcock	Hongkong
Callao	U. S. gunboat	3100	15	98	Commodore Alex. Sharp	Hankow
Chattanooga	U. S. cruiser	420	7	8000	Lieut. R. P. Jessop	Manila
Chauncey	U. S. torpedo-boat destroyer	420	7	8000	Comdr. Quinby	Amoy
Cincinnati	U. S. cruiser	3213	19	7650	Capt. S. Staunton	Philippines
Colorado	U. S. cruiser	13,500	—	—	Comdr. C. J. Boush	Manila
Concord	U. S. gunboat	420	7	8000	Reserve	Batavia
Dale	U. S. torpedo-boat destroyer	420	7	8000	Reserve	Manila
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lt.-Comdr. J. T. Jayne	Hongkong
Elcano	U. S. gunboat	310	25	5400	Capt. Jas. Helm	Shanghai
Galveston	U. S. cruiser	1897	8	1800	Capt. T. O. McClean	Shanghai
Helena	U. S. gunboat	13,500	—	—	apt. T. O. McClean	Manila
Hongkong	U. S. battleship	13,500	—	—	apt. R. B. Ingersoll	Manila
Ponapeyvanla	U. S. battleship	13,500	—	—	Ensign J. W. Hayward	Manila
Marland	U. S. monitor	3580	6	3900	Comdr. Alex. B. Reed	Cavite
Monmouth	U. S. gunboat	301	3	250	Comdr. Stessdahl	Cavite
Pampanga	U. S. gunboat	301	3	250	Lieut. O. R. Train	Hongkong
Parang	U. S. gunboat	301	3	250	Comdr. Hodges	Nanking
Pathfinder	U. S. gunboat	301	3	250	Capt. F. F. Fletcher	Manila
Queros	U. S. cruiser	4000	14	7600	Capt. Milton	Manila
Rainbow	U. S. cruiser	3213	18	7600	Lieut. F. L. Pinney	Hankow
Raleigh	U. S. flag ship	13,500	3	500	Commander W. L. Rodgers	Manila
West Virginia	U. S. flag ship	13,500	3	500	—	—
Villalobos	U. S. gunboat	1287	8	1894	—	—
Wilmington	U. S. gunboat	1287	8	1894	—	—

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BIRTH. RICHARDS.—On 10th inst., at 141 Praya East, the wife of T. J. RICHARDS. A son.

MEMOS FOR TO-MORROW. Auction.

2.45 p.m.—Auction of Household Furniture, &c., at No. 23, Dock Villas, Kowloon Dock.

Miscellaneous. Goods per Katsung undelivered after 4 p.m. on this date will be landed.

General Memoranda.

WEDNESDAY, September 18.—12.30 p.m.—Meeting of Hongkong & Kowloon Wharf & Godown Co., Ltd., at Messrs Jardine, Matheson & Co.'s Office.

THURSDAY, September 19.—9.15 p.m.—Concert on the Volunteer Parade Ground.

Goods per Indragama not cleared at 4 p.m. on this date subject to rent. Goods per Porto not cleared at 4 p.m. on this date subject to rent. Goods per Persia undelivered after this date subject to rent.

FRIDAY, September 21.—2.30 p.m.—Auction of Household Furniture, &c., at Mr. Jorge's Residence, Villa D'Alva, Kennedy Road.

MONDAY, September 23.—Goods per Nera undelivered after this date at Noon will be subject to rent and landing charges.

The China Mail.

HONGKONG, MONDAY, SEPTEMBER 16, 1907.

HEALTH OF THE COLONY.

The information in the article we published on Friday relating to the efforts of the better class Chinese to inform their more ignorant countrymen of the true value of sanitary regulations no doubt came as a surprise to many readers. In a hazy kind of way they were aware, no doubt, that some of the leading Chinese gentry were taking steps in this direction but it may safely be said that the majority of the residents of the Colony had no idea that the campaign against uncleanness was being carried on so vigorously. That the work being done is of great value is self-evident. The difficulty in getting the Chinese to co-operate in the work of rendering the health of the Colony better is caused by ignorance and the distrust of the foreigner which is almost an article of faith with the lower class Chinese. In parenthesis it may be remarked that this distrust is scarcely to be wondered at. Consciously or unconsciously the local foreigner arrogates to himself a position apart from the great bulk of the people among whom he lives. The correctness or otherwise of this attitude it is not our purpose to discuss now, although we venture the prediction that in a few years it will become a very important subject for consideration. It is the fact that we have to concern ourselves with at present. And the fact is that we do not understand the Chinese and they do not understand us. There is a deep gulf fixed between the West and East, and even we, to whose obvious interest it is to bridge that gulf, make little or no effort to that end. We conceive that we have nothing to learn from the Chinese still we do not conceive it to be our duty to convey our knowledge to the people by whom we are surrounded. The attitude that we take up may be expressed thus: we know what is right and necessary; we say to the Chinese "This is right and necessary. Do it or we will punish you." That what we know to be right and necessary might seem to the Chinese neither righteous nor essential does not occur to us, or if it does we wave it aside with an impatient comment on the obtuseness of the Oriental. This is a fatuously short-sighted policy to adopt. In some matters the Chinese of Hongkong may be considered to be the children and the foreign community the parents. No sane parent would say to a child of tender age, "You must not lie. If you lie I will whip you." Rather would he gradually unfold to the young mind the evils that follow lying and the necessity for maintaining the self-respect of others and oneself by adhering to the truth at whatever cost. When confronted with the beliefs and prejudices of centuries held by a people who cherish time-honoured beliefs and prejudices more than any other race on the face of the globe, we should pave the way to improvement with the utmost deliberation. It must be frankly acknowledged that

this is precisely what we have not done. Now the question very properly arises should the entire expense of educating (we particularly emphasize the word)

the lower class Chinese in regard to sanitation fall upon the shoulders of a few enlightened and public-spirited Chinese gentlemen? As was explained in our article on Friday the Chinese dispensaries which have been opened in various parts of the city receive no subsidy from the Government and the lecturer who was also referred to is paid by the Chinese who realise the imperative importance of a general understanding of the truths contained in what has been happily styled the "Gospel of Cleanliness." We do not for one moment forget the immense sums of money spent on sanitation in the Colony, but we take the view that the physical welfare of the Chinese is a matter of concern to the foreign as well as the native section of the population and that sanitary education should not be left in private hands. And, in view of the philanthropic character of the Chinese dispensaries we consider that they, too, should be supported, in some measure, by Government funds. The indirect advantages of a better bill of health are participated in by every resident of the Colony whatever race he may happen to belong to, and it is only common justice that everyone should contribute to any and every means which may bring about that consummation. This seems to us a matter of great public importance and one upon which there should be some prompt official pronouncement.

If there is any truth in the announcement made by the London "Spectator" that Mr. Theodore Roosevelt will accept the position of Pro-Consul of the Philippines there should be no dearth of news from Manila after the next American Presidential election. Mr. Roosevelt is essentially a "hunter."

When he turns his hand to anything as a general rule things begin to happen. His energy is great and he loves difficult problems for sheer love of something to combat and overcome. This strenuousness has had to be restrained to some extent while Mr. Roosevelt has occupied the Presidential chair. That the restraint has not succeeded in preventing him from making his administration something to be admired and remembered is a tribute to his ability to break through barriers of red-tape and precedent which would have daunted a less determined man. As Pro-Consul of the Philippines Mr. Roosevelt would be in his element. The situation bristles with difficulties, external and internal. In America the Imperial idea has not as yet had time to gain a hold upon the people. Judging from the tone adopted by many of the American papers there is a large section of the public which would like to see the Archipelago got rid of on any honourable terms. On the other hand there is a natural disinclination to acknowledge defeat and to abandon a position in the Pacific which will probably become increasingly valuable. That Mr. Roosevelt is firmly of opinion that the Islands should be retained is well known. Quite possibly he believes that a strong and capable administrator may be able to so change conditions in the Philippines that the American nation will realise the value and importance of the possession which the Filipinos will awaken to a consciousness that their aspirations towards independence will not spoil from keeping. Mr. Roosevelt is decidedly the man to make a success of the undertaking if success is possible. We hope that the rumour proves to be based on truth, not only for the sake of the Americans who have interests in the Philippines, but in the interests of the Filipinos themselves.

A telegram from New York dated September 12 says:—A fire has broken out in the bunkers of the United States battleship Indiana.

A SHILLING SAVED REPRESENTS TEN EARNED.

The average man does not save to exceed ten per cent. of his earnings. He must spend nine shillings in living expenses for every one saved. Sometimes a few pence properly invested, like buying seeds for his garden, will save several times the amount later on. "It is the same" in buying Chamberlain's Colic, Cholera and Diarrhoea Remedy. It costs but little and a bottle of it in the house often saves a large doctor's bill. For sale by all chemists and grocers.

LOCAL AND COAST NEWS.

The auction advertised to take place at 29 Dock Villas, Kowloon, has been cancelled.

There is a report that Prince Chun will be ordered to proceed abroad to study the political system of foreign powers.

Owing to the recent bad weather the sailing of the s.s. Nicomedia has been postponed until to-morrow, Tuesday, the 17th Sept., 1907, at noon.

The Russian and the Japanese Ministers in Peking have notified the Waiwupu of the intention of their Governments to establish consulates in Tientsin.

Yuan Shih-kai has proposed ten items of his views on constitutional government but the same will be presented to the Throne after consultation with Chang Chih-tung.

The Grand Council and the Government Council have jointly established two Bureaus, one to deal with the reforms already decided and another to deal with the proposed reforms to be decided.

Messrs Chiang and Fong, reports a Tientsin exchange, have provided the sum of one million two hundred thousand taels to serve as capital for the proposed tramway system in Peking. The Board of Posts and Communications has, it is said, signified its approval of the scheme.

The Viceroy of Yunkui provinces has recommended that Tsen Chun-hsuan be reappointed the Viceroy at Canton, saying that the affairs in the province of Kwangtung are very important and without the abilities of Tsen Chun-hsuan it is difficult to deal with them.

Fengtai (Chihli), says the "Peking and Tientsin Times," is the happy possessor of the smallest club in the world. Its membership numbers four, two of whom are dead. Every possible luxury, billiard-room, library, etc., is at the disposal of the members of this tiny establishment. One of the "dead" members has since written to expostulate. He says that the report of his death is greatly exaggerated.

New Rickshas.

It is said that an order has been placed for 200 pairs of rubber-tired rickshas wheels by a local firm. This is taken to be indicative of a coming change in these vehicles and few will not welcome the tidy move.

SOCIAL AND PERSONAL.

Mr. Tate is scheduled to sail for Japan to-day from America.

On Wednesday afternoon the Hon. Mr. W. Chatham, C.M.G., Director of Public Works, is to be invested with the Companionship of the Order of St. Michael and St. George by His Excellency the Governor at Mountain Lodge. A small party has been invited to the ceremony.

Sir Henry Pitman, senior consulting physician of St. George's Hospital, has celebrated his ninety-ninth birthday. Dr. Bayard, of St. John, New Brunswick, has, at the age of ninety-three, received the degree of LL.D. from Edinburgh University. He took his M.D. there in 1837.

THE SWATOW REBEL.

Application for Habeas Corpus. The Hon. Dr. Ho Kai, C.M.G., applied for a writ of Habeas Corpus in the case of Ia Ku Shing, whose extradition is sought by the Chinese Authorities.

The defence raised at the Magistracy was that the defendant was "wanted" for having taken part in a political rising at Swatow, and not for armed robbery as alleged.

The Magistrate (Mr. F. A. Hazeldun) committed the defendant to gaol pending the pleasure of the Governor.

Mr. A. G. Wise (Pulse Judge) granted a rule nisi on the application of the Hon. Dr. Ho Kai, returnable in five weeks.

FALSE PRETENCES.

More Impersonation.

A well-dressed Chinaman was charged at the Magistracy this morning with obtaining \$223 by false pretences. According to the evidence of the prosecution the accused went to a house and said that he was second clerk in the Crown Solicitor's office and asked the lady of the house if she desired her son to get a position in that office as office boy, at \$10 per month; if so, he could arrange it at a cost of \$50. The woman was eager to give her son such a chance but could not get \$50, so offered \$25. This was accepted and the accused left.

He then went to another house and this time said he was a Sanitary Inspector. Unless \$200 were given to him, he said, he would prosecute the woman under the Building and Cleanliness Ordinance. This time he secured half, he asked for, but Nonesuch, in the person of Inspector McHardy, was on his track and he was halted before Mr. Hazeldun this morning and sent to gaol for six weeks. He appeared to be a well-educated man and sported a gold watch and chain and several finger rings.

SEEDS OF REBELLION.

Fertile Soil in South China.

It appears that Sik Leung, Viceroy of Wannan and Kweichow, has felt it incumbent on him to make a further urgent representation to the Throne in the form of a memorial. In his view the one man to put down rebellion and restore order in Kwantung is Shum Chun Hsien.

That the recent appalling tragedy in Yanchow is—in an ultimate analysis of causes—due indirectly, if not directly to misgovernment, many well-informed persons will be willing to allow. That the relief from some illa which the province suffers would begin with the administration of a strong viceroy is an article of faith with many who have the means of seeing far and the wisdom to discern clearly. But that Shum will ever again come to Kwangtung as Viceroy may well be doubted. He abandoned the situation at the critical moment, and whatever his previous record, which includes the highest tests of patriotism and loyalty, and reveals Shum as according with one of the best types of rulers, it is made manifest that his place is not the Viceroyalty of the Southern provinces.

Meantime disaffection continues and extends. The practice of disbanding soldiery without regard to the means they may have with which to travel homewards or of subsistence at a distance from home, is as dangerous as it is barbarous. When it is remembered that the soldiers in China are often drawn from the class which our newspapers are wont to describe in the phrase, "having no visible means of subsistence," it will be readily seen that the peril is enhanced. Given large numbers of these persons whose tendency to become roving bandits is aggravated by the necessity laid on them of finding the means to exist when the poor peasantry and industrial workers around them are subsisting on the extreme verge of starvation, and the factors in an environment that bodes mischief to the law-abiding are sufficiently manifest.

Add to all this the secret societies whose emissaries are ever working on the poverty and disaffection of the masses, fusing, in the conditions that decades and centuries of inept and futile rule and control have brought to pass, soil for the seed of turbulence and revolution. In parts of this province, as in all others, things seem tending to upheaval. The Chinese know something of the art and advantage of combining to effect their purposes whether good or bad. Nuclei of a certain strength are formed readily. Thus far the leaders who are to combine the forces of disaffection have not shown themselves and the one hope of maintaining the Empire in a course of reform through education, western impact, and the movement of the new time, lies in preventing grand combinations of anti-dynastic forces under the leaders capable of uniting in one purpose and one effort the scattered members of revolt.

It is suggestive to note that the Viceroys Chang Chih Tung and Tuan Fang have memorialised recently concerning the rebel leader most to be feared, Sun Yat Sen. They have learned, they aver, that Sun has now an arsenal establishment where the manufacture of munitions of war for the overthrow of China is carried on regularly on an extensive scale. Further information has reached them that Sun is assembling an army for the invasion of China, that its strength will not be less than several tens of thousands trained and accounted, to seize on the Empire.

Geographical details are wanting to the statements concerning Sun, which are however with the assurance of the two Viceroys that they and those who stand with them in all loyalty and obedience to the Throne are more than adequate to meet the utmost strength that Sun can bring against his country and the Emperor. It is the old time patriots' assertion and it will probably find high favour in Peking.

Possibly the Viceroys' and other representatives of loyalty protest too much. Time only will show where China stands and at any moment there may be happenings which will reveal an unsuspected strength in the forces of lawlessness to the wonder alike of friends and of those who have not concerned themselves in the recent conditions of the Empire.

For a copy of the first edition of Bayard's "Pilgrim's Progress" (1697), perfect except that the frontispiece is missing, £350 has been paid by Mr. Quinlan.

HONGKONG COLLEGE OF MEDICINE.

A combined meeting of the General Council and the students of the Hongkong College of Medicine will be held in the Legislative Council Chamber on Wednesday, 18th inst., at 4 p.m., to elect a Rector. His Excellency the Governor, Sir F. J. D. Lugard will preside.

The Hon. Dr. Ho Kai, C.M.G., has given notice that he will re-nominate the Hon. Mr. F. H. May, C.M.G., the retiring Rector.

THE TRUNK TRAGEDY.

Witnesses go to Manila.

Some time ago we published a telegram from our Chefoo correspondent saying that Adsett, the alleged murderer of Gertrude Dayton, had been taken from Chefoo to the U. S. cruiser Galveston to be shipped to Manila. The Galveston ought to be at Manila very shortly, if she is not there already, and no doubt there will be no difficulty about having Adsett transferred to Hongkong.

Extradition proceedings will have to be instituted in proper form, and with a view to having all the necessary evidence of identification available the witnesses capable of recognising the man left here for Manila to-day, in company with police officers, who will take charge of Adsett and bring him back to Hongkong if the American authorities decide to hand him over.

The party consists of Sergeant Sullivan and Police Constable Perkins, of the police, and Messrs Osberry and Sundersen, from the Hongkong Hotel. The latter two are to identify the suspect.

THE NEW VICEROY.

To be Entertained by the Governor.

Chan Jen Chun, the new Viceroy of the Two Kwang, has left Shanghai and is expected here to-morrow.

In the telegram published in another column it is announced that His Excellency the Viceroy intends to call on Sir Frederick Lugard.

We understand that the Governor is inviting the Viceroy to visit to-morrow when the Consular representatives and a number of leading local residents are to be asked to meet him.

Just before going to press we learnt that the agents of the China Merchants' Company do not expect the steamer to arrive until Wednesday afternoon.

PARSEE-PRESIDENCY

CRICKET MATCH.

Mr. S. D. Setna received a telegram from Bombay on Saturday to say that the Parsee-Presidency return cricket match resulted in a victory for the Parsees by one innings and 23 runs.

ANOTHER TYPHOON.

The U.S. Consul-General has received the following from the Manila Observatory: "September 15, 1907. 3 p.m. Typhoon between 133 and 136 long, is about 15 or 16 lat., moving apparently North West."

CHINESE GUNBOAT LOST.

An old Chinese gunboat on the way to Haiphong, was lost outside of Hoihow a few days ago.

It is feared that Capt. Merlees, brother of Capt. Merlees of the s.s. Hanoi, has been drowned. Several of the gunboat's crew were picked up.

A HEAVY STORM.

Tremendous Downpour.

Following upon the typhoon came torrential downpours of rain, and last night there seemed to be a second deluge in process. Nullahs could not contain the water and great damage was done to several, especially one near Kennedy Road which broke away and allowed the roaring torrent to rush considerable rock and earth away.

Extraordinary thunder storms kept most residents awake last night, there being continuous thunder for almost an hour.

The Observatory gives the rainfall for the 24 hours ended 10 a.m. this morning at 5.55 inches.

At the Botanic Gardens the registration from Saturday at 10 a.m. to Monday at 10 a.m. was 9.91 inches.

DAMAGE AT GAP ROCK.

Difficulty in Keeping the Light Going.

The German steamer Triumph received the following message from Gap Rock while passing yesterday: "Eight lenses and three windows broken. Cannot keep the light going."

Since then the Shanghai passed during the night and the light was going and seemed to be in good order.

The Stanley, left for Gap Rock early this morning to ascertain the extent of the damage and render any assistance possible.

Owing to the dislocation of the cable service, communication with Gap Rock can only be had by means of runners. It is nearly time something was done to restore immediate communication with Hongkong.

BY TELEGRAPH.

THE LUSITANIA.

Splendid Maiden Voyage.

(Exclusive Service, supplied by Reuters, via Bombay.)
LONDON, September 14.

The leviathan steamer Lusitania arrived at New York five days 54 minutes after leaving England. She was twice delayed by fog, but averaged a speed of 23.1 knots per hour, thus beating all westward maiden voyage records.

The average speed of the Lusitania is below the records made by the German steamers Deutschland and Kronprinz Wilhelm.

(Reuters Service.)

LONDON, September 13.

An unprecedented amount of interest is being taken in the voyage of the Lusitania, on both sides of the Atlantic; scores of Marconigrams are published daily showing the steamer's progress.

It is expected that the Queenstown record will be smashed.

Extraordinary preparations to welcome the arrival are being made in New York.

[The Lusitania, the largest and fastest passenger steamship afloat, on her trial trip around Ireland with the Cunard Line directors and a distinguished company of statesmen, peers and railway magnates, made 25½ knots for some distance. Her engines are of 68,000 h.p., which is 28,000 h.p. more than any other passenger steamship possesses. Her gross tonnage, 32,600, is 7,000 tons in advance of her nearest rival in size. In time of war the vessel will be at the disposal of the Admiralty, and will be fitted with twelve 6-in. guns.—E.N.C.M.]

SOUTH AFRICA.

Zulus Disaffected.

(Exclusive Service, supplied by Reuters, via Bombay.)
LONDON, September 14.

It is alleged that there is increasing disaffection among the Zulus, which is causing concern among the Matabans.

COMMEMORATING TREATIES.

Japanese Statesmen Decorated.

(From Our Correspondent.)
Tokyo, September 16.

Viscount Tadatoshi Hayashi, Minister for Foreign Affairs, has been created a count.

M. Shin-ichiro Kurino, Minister at Paris, and M. Ichiro Motono, who acted as Japanese Plenipotentiary in connection with the recently concluded treaty between Russia and Japan, have been created Barons.

Marquis Saionji, Prime Minister of Japan has received the Grand Cordon of the Order of the Chrysanthemum.

These preferential honours have been granted in recognition of the recipients' work in connection with the treaties arranged between Japan and the countries forming the Dual Alliance.

(Reuters Service.)

RACING.

The Doncaster Cup.

LONDON, September 14.
1.—Velocity.
2.—Bridge of Candy.
3.—White Knight.

ASIATICS IN AMERICA.

LONDON, September 14.
The correspondent of "The Times" in New York says that all Japanese and Chinese in Bellingham have been warned to leave immediately.

The Japanese working in the Canneries have armed and declared that they will resist any attempt to expel them.

The Japanese and Chinese are arming in Seattle, where the Anti-Oriental League intend to hold a grand international demonstration.

JAPANESE CRUISERS IN AUSTRIA.

LONDON, September 14.
Admiral Ijima gave a brilliant reception on board the Takubata at Trieste.

THE AMERICA CUP.

A Challenge.

LONDON, September 14.
The Royal Irish Yacht Club has sent a challenge for the America Cup on behalf of Sir Thomas Lipton for September, 1906.

Stop Press.

ADSETTS.

In Court at Manila.

(From Our Correspondent.)
MANILA, Sept. 16.

Adsetts appeared in Court here this morning on the charge of murder.

He was, as a pauper, assigned Counsel. The prosecuting Attorney said he expected detectives and papers by the Rubi.

Further hearing of the case was set for two o'clock on Tuesday.

Extradition is expected.

Adsetts looks very haggard.

A BIG STEAMER.

Built in Japan.

(From Our Correspondent.)
SHANGHAI, September 16.

The steamer Tienyomaru was launched at Nagasaki on Saturday. She is 18,000 tons, and is the largest vessel built in Japan.

THE CANTON VICEROY.

Left Shanghai.

(Chinese Mail's Service.)
SHANGHAI, September 15.

His Excellency Chang Jen Chun left here early in the morning to-day (15th) on board the Tai Shun for the South.

He will call on Sir Frederick Lugard at Hongkong before proceeding to Canton.

SHUM CHUN HSEN.

Candidate for Liangkang Viceroyalty.

(Chinese Mail's Service.)
PEKING, September 15.

Yuan Shih Kai has recommended to the Throne that Shum Chun Hsen be appointed Viceroy of the Liangkang Provinces.

The recommendation meets with the warm support of Prince Ching.

THE RIOTS IN VANCOUVER.

Representations at Peking.

(Chinese Mail's Service.)
PEKING, September 15.

In reply to representations from the Chinese Foreign Office regarding the Anti-Oriental riot in Vancouver, the British Minister is reported to have stated that a telegram has been despatched to the Home Government requesting the best protection to be afforded to Chinese in the vicinity.

(Reuters Service.)

LONDON, September 14.

The Montague proceeded from Vancouver to Victoria, where the Japanese were landed. The steamer then returned to Vancouver to land the Hindoos, but the steamship officials, owing to the enormous crowds ordered the Hindoos back to the ship.

Nineteen of the Vancouver rioters have been committed for trial.

(N.C. Daily News Service.)

ATTITUDE AT TOKYO.

TOKYO, September 11.
Pending authentic details the official attitude of the Japanese Government has not been definitely intimated. Regret is widely expressed and it is hoped that ample protection will be given, but the British Authorities are not blamed.

Only two Tokyo papers comment upon the situation editorially, and their articles express a calm confidence that Sir Wilfrid Laurier's statesmanship will guarantee proper steps being taken in order that Japanese prestige should be restored, and that compensation will be made for the damages which have occurred. Nothing more is suggested.

THE STRANDING OF THE STANDART.

LONDON, September 14.
The St. Petersburg press attacks the Naval Administration for the stranding of the Standart; the "Slovo" declaring that the incident is worse than Tashima, and stigmatises the ignorance of Home Waters as criminal.

As the result of a fire which occurred in the stockhold of the destroyer Spitfire, at Portsmouth, while raising steam, two of the crew were killed and two others injured.

THE TYPHOON.

DAMAGE AT MACAO.

(From a Correspondent.)

MACAO, September 16.
No such typhoon has been experienced here since 1874.

A steamer is ashore and many junks have been sunk.

The typhoon which passed near the Colony on Friday night was felt in strength at Macao. The wind blew at terrific force and judging by the glass, it went down to 29.18, the centre of the storm could not have been far away. So concerned were the authorities that they fired the typhoon signals three times (nine guns in all). This was about nine o'clock at night, and shortly afterwards the wind was doing its worst.

Most of the shipping had been got ready for heavy weather but nevertheless there was anxiety on most craft and damage done on many. Several junks sank, but what loss of life, if there was any, has not yet been reported.

The new building sustained severe damage, a considerable amount of it being washed away. The Praya Grande, as usual, suffered heavily and many houses in the Colony were badly treated. It is reported that two or three collapsed but no definite news on this head could be obtained locally. Matchboxes were rased to the ground, and trees were damaged or uprooted.

The electric light power station is reported to have been damaged to such an extent that full power could not be supplied on Saturday night, one of the dynamos being injured and many of the lines wrecked.

At the School House, Calcutta do Gombon, Macao, the barometer registered as low as 29.14 at 5.15 a.m. All the windows of the residence of the Headmaster Mr. R. Alymer-Coates were smashed, the house completely flooded, and everything in the bedroom, dressing-room and dining-room, practically destroyed. At 5.10 a.m. the wind became so furious and the house so trembled, that it was necessary for the occupants to move downstairs for safety.

Mr. Coates was scarcely out of the room, carrying a mattress in his arms, when the large bed-room window was blown out and carried up the street about 40 feet, frame, shutters and all being dashed to pieces. Owing to the mosquito net and cover acting as a balloon, the net previously occupied by Mrs. Coates was thrown against the window, being only saved from the street by reason of its great length. The barometer remained steady until a quarter to six, and then rose, point by point, until 12 noon on the 16th when it stood at 29.49 inches.

In the Chinese part of the city two houses were blown down, killing four men and disabling six. Wherever buildings were in process of construction, not a stick of the scaffolding or an atom of the building remained intact.

It will take some time before the electric lighting company repair the damage done by this gale. The wires are trailing the streets in all directions. Mr. Ricou will have his hands more than full for the next couple of weeks.

Owing to the damage done to the school house, the school which opened on the 10th, will be closed until Monday, the 30th instant.

DAMAGE IN HONGKONG.

The loss of life occasioned by the storm was not heavy, though it is considered that over a dozen Chinese have been drowned. At Hungshing Bay five Chinese are reported to be missing. They were on cement lighters which sank during the storm, and it is probable that they have been drowned.

At Causeway Bay a woman lost her life. She had gained the shelter of the typhoon anchorage and had moored her sampan close to where the nullah from the hills entered the harbour. During Friday night the sampan began to drag from the mooring and the woman got up to make her sampan safe. The occupant of an adjoining sampan saw the woman walking about and spoke to her at about 4 a.m. on Saturday morning and two hours later he was awakened by the sound of a loud crying.

Seeing that the noise emanated from the sampan close by he asked the boy what was the matter and was informed that the boy's mother had disappeared. Though a search was made no trace of the woman was found and word was sent to her husband, who is employed on one of the Dock Company's launches. Meanwhile the search was continued, and finally the woman's dead body was found lying face downwards in about a foot of water. She had evidently been blown from her sampan and stunned and her body had drifted away. Her husband stated that there was no reason why she should commit suicide and supported the theory that she had fallen overboard.

Another death occurred at Quarry Bay. Two brothers were making their way along the tram line when the storm was at its height, and a broken telephone wire fell across the overhead tram wire. The swinging end struck one of the men on the chest, administering a severe electric shock. In endeavouring to escape from the wire the man seized it with both hands and was held in its grip. His brother tried to free him, but also received a shock and before assistance arrived the man who was first struck was dead; being buried about the chest, hands, and legs.

The residents of Tai Hang village had an exciting time. A portion of the large nullah which runs past Tai Hang village from the washing tanks well up the hill was choked by the collapse of a portion of the retaining walls of the tanks and the water, unable to continue its accustomed route, overflowed the sides of the nullah and swept

down upon the village. The Tai Hang village might be divided into two sections, the upper and lower, for one portion of the village is some three or four feet higher than the other. The water swept through the upper portion of the village and flooded the lower section. Inspector Gourlay's men were soon on the scene and removed all the children to the surrounding hillsides and opened the pig-pens, in order to prevent the animals from being drowned. They worked so expeditiously and received so much assistance from the villagers that all the children and animals were removed to the higher levels before the flood reached its highest point. It was well that this was so, for within an hour of the overflow a portion of the village was flooded to a depth of six feet, while other portions were from two to six feet under water.

A structure, which is well-known to our older residents, collapsed during the storm—the old "General's House" situated in Queen's Road East, near Spring Gardens. This house, adjoining the old Government House, is said to have been the first permanent building erected for the accommodation of the first General Officer Commanding in the Colony. The whole back portion of the house came down on Saturday and the front wall in Queen's Road crumbled ominously. So precarious did it seem that the Public Works Department lost no time in getting workmen to shore it up. Fortunately the building was not occupied at the time of the collapse and no lives were lost there.

Another building, a godown at 132 Praya East, also collapsed, and by falling into Russell Street obstructed the tram line and broke several telephone wires. A telephone pole was also broken down. The remaining portions of the godown were shored up promptly.

Two houses in Tank Lane also suffered. The whole of the front wall of No. 9 and portion of the front wall of No. 7 fell into the street, but no lives were lost.

In Blake Garden a number of trees were blown down, and in different portions of the city the roads were more or less damaged.

The sailing ships in the harbour stood the storm well. The Lyndhurst dragged her mooring and drifted westwards but pulled up when a couple of hundred yards west of the Alouette. Neither the Alcides nor the King George altered their positions much, both having two anchors down, as did the Lyndhurst, but the latter's anchors are not very heavy ones.

The dredger used at Leichikok drifted ashore on Chungshue Island but she was got off this morning. It is said she is not much damaged.

A lighter belonging to Messrs Jardine, Matheson and Company went ashore and two junks laden with blue stone foundered at Mongkoktsai.

The river steamer Kwang Fat under repairs at Kwong Tai Ching's establishment went on a rock at Hungshing.

Three lighters belonging to the Godown Company went ashore and two grounded at Stonecutters; the damage was slight.

The German steamer Nicomedia dragged her buoy about four hundred yards into the Central Fairway.

Several junks were in collision in the anchorages and were slightly damaged.

The Ghazee's Plight.

The British steamer Ghazee (Capt. Dacode) from Keelung with a general cargo was badly buffeted by the typhoon on Friday night. Close to Hongkong the storm was encountered at its full height and during the combined efforts of the hurricane and high seas, the steam steering gear carried away and the steamer almost got out of hand, with tactics were quickly attached to the rudder, however, and, worked by the steam winches, the steamer was got under control and brought into port. During the storm all the officers and crew were on duty but they were powerless to prevent the ravages of wind and wave. Hatchways were broken open and water poured into the holds, and there was always a danger of some of the heavy gear carrying away. The second officer had a nasty experience, being jammed against the mast for a considerable time, whilst the first officer had one of his fingers badly injured.

The Onsang's Story.

The Indo-China s.s. Onsang (Capt. Cox), during the typhoon, was lying under the lee of the Ladrone Islands, about a mile west of the south end of Pulo, where he anchored at 4.30 p.m. on Friday, 13th inst. The wind was then blowing a gale from North by East. At nine o'clock the barometer fell rapidly and the wind increased to hurricane force from the East. By 3 a.m. the noise of the wind was so great that even behind shelter it was impossible to hear conversation, though carried on in shouting voices. The first and second officers, who had been through the great September typhoon of last year, declare the force of the wind on that occasion was as nothing to what they experienced on Friday night and Saturday morning last. The lowest reading of the barometer was taken at 3.30 p.m., it then registered 28.90. For two hours after this it was impossible to get a light and see the barometer, so no one knows how low it actually fell. At half past five in the morning when they could see it again it had risen to 29.16. The height of the storm was reached about 4 a.m. The Onsang was well loaded and had three bow anchors down, nevertheless she dragged her moorings for over a mile in a West-north-westerly direction, away from the shore. Fortunately there was not much sea-sickness under the lee of the land, consequently she suffered only minor damage.

The Chihli.

The B. and S. steamer Chihli (Capt. Warrack) from Haiphong via Hellow, encountered the typhoon on the 14th and thrashed through the raging seas as far as St. John's Islands. The wind was increasing every hour and the captain decided to shelter under the islands. The barometer registered 29.04, and the wind raged at hurricane force from 8 to 11 p.m. Gap Rock light was not visible within the usual range of clear weather.

Ship Reports.

The Yuen Sang which arrived in port from Manila this morning reports "fine weather throughout."

The French Mail steamer Tourane, which came in at 7 a.m. to-day, did not have any weather experiences. She left Wessing on September 14 and had fine weather down the coast.

The Katsang arrived from Singapore yesterday but did not see anything of the typhoon, having moderate winds and general fine weather throughout.

The Shanghai from Shanghai arrived yesterday after experiencing from Lamocka to port strong wind to moderate gale, with high, confused and blinding squalls of wind and rain.

The Kansu from Wuhu had moderate to fresh S.E. winds and very heavy squalls, the latter part of the voyage being in very heavy rain squalls.

The Fukuoka Maru from Amoy had heavy swell and squally weather to go through.

The British steamer Zoroaster from Christmas Island with a cargo of phosphate rock entered the southern limit of the typhoon 70 miles South of Hongkong at midnight on Friday last. Otherwise the voyage was one of light monsoon and fine weather.

THE HARBOUR RACE.

The Harbour Race for CHINA MAIL medals was won this afternoon by

A. E. Thomas 1
C. Cooke 2
A. Barros 3
Time 28.50½

A MIDNIGHT FIRE.

Between midnight and one o'clock this morning a fire was discovered in a shop at 180 Wing Lok Street, near Market Street. When the alarm was given the fire was burning fiercely and, despite the torrential rain which fell at the time, soon demolished the entire interior of the building. The contents of the shop were totally destroyed. The cloth goods were insured to the extent of \$10,000, but those on the ground floor were uninsured.

A THIEF'S MISFORTUNE.

Visitors to the Magistracy this morning witnessed the unique sight of a constable (Vaher Fox) carrying a prisoner into Court and later on into gaol. It seems that on the 10th of the present month a thief broke into a house in Aberdeen Street and after securing a bundle of pongee silk clothing prepared to take his departure.

A woman in the house, however, was aroused by the noise he made and gave the alarm. The man rushed out on to the verandah and in endeavouring to escape fell to the street, sustaining injuries to both his legs.

He was arrested and taken to the hospital where he remained until Saturday. This morning he was carried into Court and Mr. C. D. Melbourne sentenced him to three months' imprisonment with hard labour, remarking that the doctor said he would be alright in another week.

SPORTING.

Lawn Bowls.

The distinctly unfavourable weather on Saturday prevented the proposed International bowling match from taking place at the Police ground, Happy Valley.

The match will now be played on Wednesday, and on Saturday next the English team will try conclusions with the Scotch. The English are keen on their chances, but the followers of the thistle smile complacently when asked about their prospects.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—

On the 16th at 12.35 p.m.—The barometer has risen a little in the neighbourhood of Hongkong and fallen slightly over the Philippines, Formosa and the E. coast of China. The depression over the Pacific is a typhoon. This morning it appears to be situated to the East of North Luzon, and to be moving towards M. W. or W. N. W. The Japanese returns are, however, not yet to hand.

The high pressure is probably lying over the N. part of the Sea of Japan.

The N.E. winds are expected to freshen in the Formosa Channel, and E.-backing to N. winds will probably prevail over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day 5.55 inches.

Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

1.—Hongkong and Neighbourhood: E. to N.E. winds, moderate; fair.
2.—Formosa Channel: N.E. winds, freshening.
3.—South coast of China between Hongkong and Lamook: Same as No. 1.
4.—South coast of China between Hongkong and Hainan: S.E. to E. winds, moderate.

CHAMBERLAIN'S COUGH REMEDY.

THIS is a medicine of great worth and merit. Try it when you have a cough or cold and you are certain to be pleased with the quick relief which it affords. It is pleasant to take and can always be depended upon. For sale by all chemists and stores.

ROBINSON PIANO COMPANY, LTD.

NEW PIANOS ON HIRE FROM \$10 PER MONTH.

CINEMATOGRAF PATHE.

WEISMANN'S LARGE HALL.

(ENTRANCE: WYNDHAM STREET.)

TO-NIGHT! TO-NIGHT!

NEW PICTURES.

SATURDAY NIGHT.

THE HARLEQUIN'S LOVE STORY.

(Film over 1600 feet long.)

MATINEE, 4 P.M. SATURDAY.

PERFORMANCES EVERY NIGHT

AT 9 P.M.

INCLUDING SUNDAYS.

Hongkong, July 17, 1907. 1167

THE TRADE OF AMOY.

(From Our Correspondent.)
AMOI, September 11.

A survey of the trade of the port for the second quarter of the year, from April to end of June, does not bear out the fears of many that the trade is rapidly decreasing. Indeed, as compared with the same period last year it shows a slight increase both in quantity and in value. In shipping, entered and cleared, there is a diminution in the number of steamers amounting to 15 per cent, but an increase in the tonnage of 16 per cent, a total of 1382 vessels and a tonnage of 324,347 tons.

Among imports, opium is less than last year, while cotton and woollen goods are considerably more. Metals and most foreign goods show an increase, which is phenomenal in the case of rice and oil.

No less than 239,365 piculs of rice were imported, twice the amount of last year's figures, and far above the average; while as much as 708,960 gals. of American oil, 188,750 gals. of Borneo, and 375,000 of Sumatra entered the port in the three months, an increase of 60 per cent over last year, a total of over one million gallons.

As to exports, the total is well in advance of last year, but by no means up to the totals of 1904 or 1905. The influence of the boycott has practically passed away.

As regards the passenger traffic to and from the Straits, there is still a marked difference between those leaving the port and those returning, showing that the drain upon the inland districts, whereby such large numbers of the younger and more able-bodied men drift away from the land, is not yet diminished to any great extent.

About 30,000 left, but only 11,000 came back, during the three months.

The many steam launches travelling to the various inland towns, reachable by water, carried a very large number of passengers, as many as 150,000, counting to and fro, showing that the Chinese have taken very kindly to this newer mode of travel, so much quicker and more comfortable than the old way of travelling by junks and passage boats.

The total revenue for the quarter is in advance of both 1906 and 1905, being as much as HK. \$204,022.

Of course the tea trade is dying out; this was to be expected now that the Japanese have improved the harbour accommodation in Formosa, so that big ocean steamers can enter the northern harbours of Keelung, Tamsui. Unfortunately, no other important article of commerce has arisen to take its place, and were it not for the trade with the Straits, it is difficult to see what would prevent Amoy decaying into a very inferior port.

Whether the new railway and the opening up of mines will restore a measure of prosperity remains to be seen.

EXPORTS AND IMPORTS.

The following are the principal imports for the first week of September. Rice, 22,400 piculs; flour, 11,627 piculs; wheat, 7610 piculs; beans, 13,920 piculs; beans and peas, 37,242 piculs; mats of tea; 8000 piculs; cotton goods, 5451 piculs, with 760 piculs of raw cotton. Also 10,995 gals. of Sumatra oil in bulk. On Sept. 9th, two oil steamers entered the port, the S.S. Pr

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

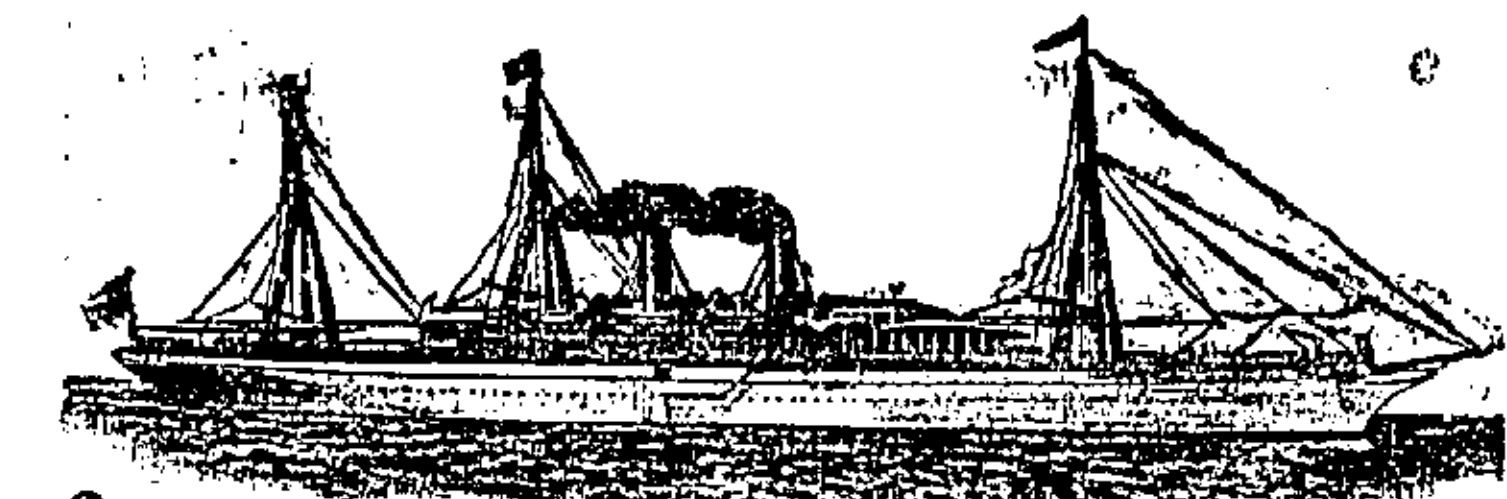
WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	VESSELS	TO SAIL ON	REMARKS
SHANGHAI	OCEANA	About 20th	Freight and Passage.
LONDON, via USUAL PORTS	MALTA (Capt. R. A. PETER)	September	Advertisement
SHANGHAI, MOJI, KOBE	POONA (Capt. A. F. VINE, R.N.R.)	About 27th	Freight only, and YOKOHAMA
MARSEILLES, LONDON	NAMUR	About 9th	Freight and Passage.
AND ANTWERP	(Capt. H. W. KERRICK, R.N.R.)	October	

E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific is the "EMPIRE LINE." SAVING 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA TO VANCOUVER. 13 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	LEAVE HONGKONG	ARRIVE VANCOUVER
EMPIRE OF CHINA	6000 Tons	Thursday, Sept. 26, 1907, Oct. 14.
EMPIRE OF INDIA	6000 Tons	Thursday, Oct. 24, 1907, Nov. 11.
EMPIRE OF JAPAN	6000 Tons	Thursday, Nov. 6, 1907, Nov. 30.
EMPIRE OF CHINA	6000 Tons	Thursday, Dec. 19, 1907, Jan. 6, 1908.
EMPIRE OF INDIA	6000 Tons	Thursday, Jan. 16, 1908, Feb. 3.

THE shortest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec, with the Company's new palatial "EMPIRE" Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

First-class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTAGUE" and "TARTAR" carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class.

Passenger tickets through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China.

CORNER PRINCE STREET and PRINCE, Opposite Blake Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KAWACHI MARU, Capt. H. Peterson, Tons 6101	WEDNESDAY, 18th Sept., at Daylight.
VICTORIA, B.C., AND SEATTLE, WASH., via SHANGHAI, KOBE & YOKOHAMA.	SANUKI MARU, Tons 6112; Capt. S. J. G. Parsons	WEDNESDAY, 2nd Oct., at Daylight.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY, 1st DAY ISLAND, TOWNSVILLE AND BRISBANE.	AKI MARU, Capt. M. Yagi, Tons 6444; IYO MARU, Capt. Wm. Thompson, Tons 6320	TUESDAY, 17th Sept., at Daylight; TUESDAY, 1st Oct., at 4 p.m.
BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO.	YAWATA MARU, Capt. T. L. Harrison, Tons 3817; NIKKO MARU, Capt. R. Swain, Tons 6539	FRIDAY, 4th Oct., at Noon; FRIDAY, 1st Nov., at Noon.
KOBE AND YOKOHAMA.	INABA MARU, Tons 6189; Capt. Wm. Balbridge	WEDNESDAY, 21st Sept., at Daylight.
NAGASAKI, KOBE AND YOKOHAMA.	NIKKO MARU, Capt. R. Swain, Tons 6539	WEDNESDAY, 2nd Oct., at Noon.

† Cargo only. * Calling at KEELUNG.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamship. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KUSUMOTO, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship MINNESOTA -

28,000 TONS. BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA' Captain C. F. AUSTIN. { On SATURDAY, 19th October, at Noon.

† Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent.

† Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

† LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, &c.

† Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

† For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

† For full information regarding freight or passage apply to

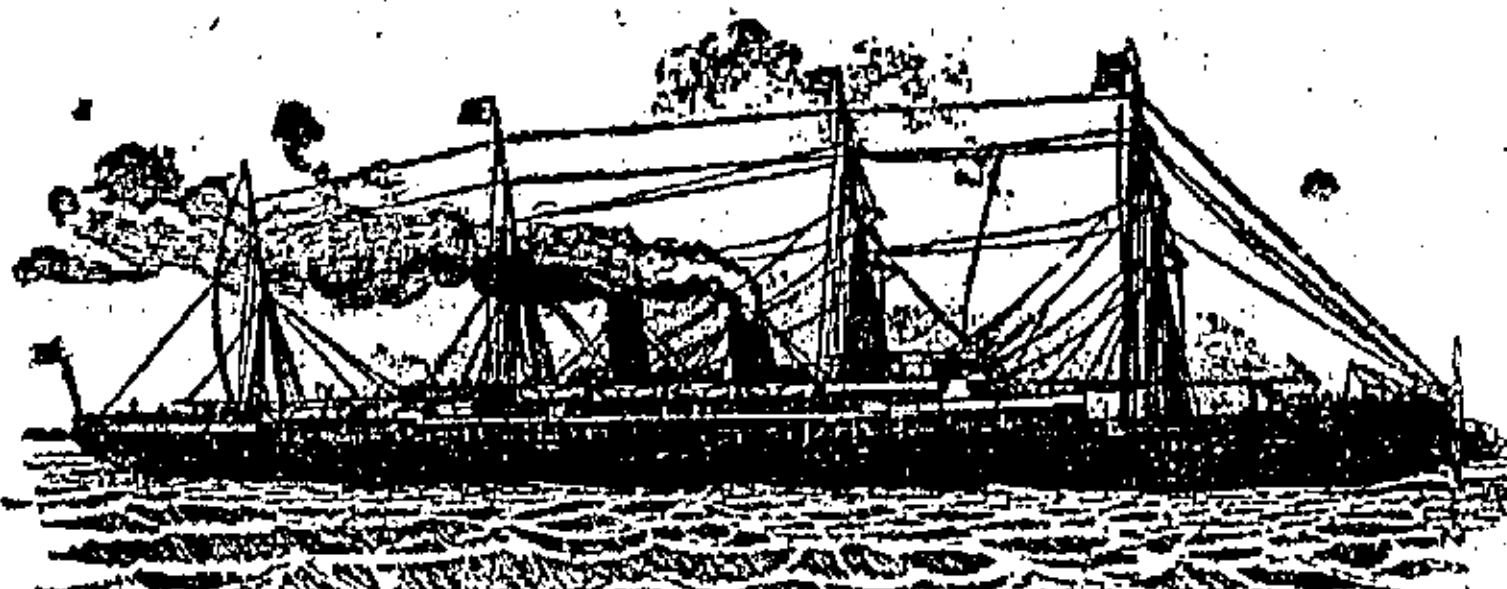
NIPPON YUSEN KAISHA, Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES, VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the Pacific, via HONOLULU, ON OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES, 1907.
* NIPPON MARU	11,000 Tons. SATURDAY, 21st Sept., at Noon.
ASIA	9,500 " " TUESDAY, 1st Oct., at Noon.
PERIA	9,000 " " FRIDAY, 11th Oct., at Noon.
* HONGKONG MARU	11,000 " " SATURDAY, 19th Oct., at Noon.
* KOREA	18,000 " " FRIDAY, 1st Nov., at Noon.
* AMERICA MARU	11,000 " " SATURDAY, 8th Nov., at Noon.
* SIBERIA	18,000 " " SATURDAY, 16th Nov., at Noon.
* CHINA	10,200 " " SATURDAY, 23rd Nov., at Noon.
* MANCHURI	27,000 " " SATURDAY, 30th Nov., at Noon.

RECORD FAST TRIPS.

Yokohama to San Francisco...S.S. KOREA, 18,000 tons. September 12-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu...S.S. SIBERIA, 18,000 tons. August 18th-20th, 1905; 4 days, 10 hours.

San Francisco to Yokohama...S.S. SIBERIA, calling at Midway Islands and Honolulu en-route, August 18th-31st, 1905, 13 days, 13 hours.

Yokohama to San Francisco...S.S. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905 10 days, 10 hours and 29 minutes.

THE T. K. K. Steamship NIPPON MARU will be despatched from Hongkong to SAN FRANCISCO, via NAGASAKI, (INLAND SEA), KORE, YOKOHAMA and HONOLULU, on SATURDAY, the 21st September, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamships.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, KEELUNG, MOJI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
-----------	------	---------	------------

NICOMEDIA4370 P. WAGMANN.....Sept. 17, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

STEAMER	TO SAIL
HONGHAI (DIRECT)	Sept. 17, Daylight.
SHANGHAI (DIRECT)	Sept. 17, at 4 p.m.
AMOI, CHEFOO & NEWCHANG	Sept. 19, at 4 p.m.
SWATOW, NINGPO & SHANGHAI	Sept. 17, at 4 p.m.
SHANGHAI & CHINKIANG	Sept. 21, at 4 p.m.
CHEFOO & TIENTSIN	Sept. 22, Daylight.
SWATOW ISLAND, COOKTOWN, OAHU, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGSHA * 1st Sept. 27, at 4 p.m.
YOKOHAMA AND KOBE	CHINGTU * Oct. 10, at 4 p.m.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED JALON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships.—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Date
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ZAFIRO2840 A. FraserManila 21st September.

RUBI2840 R. W. Almond.....Manila 28th September.

* Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST).

TO SAIL.

S.S. OCEAN MONARCH.....2nd November, 1907.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	HINSANG	TUESDAY, Sept. 17, at 4 p.m.
* SHANGHAI, YOKOHAMA, KOBE AND MOJI	KUTSANG	THURSDAY, Sept. 19, at 4 p.m.
* MANILA	YUENSANG	FRIDAY, Sept. 20, at 4 p.m.
* TIENTSIN	CHEONGSHING	SATURDAY, Sept. 21, at 4 p.m.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st-Class Single \$ 65 Return \$100
Penang " " " 163 " 230
Calcutta " " " 163 " 230

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chetoo, Tientsin, Newchwang, and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTH AMPTON, ANTWERP AND HAMBURG	PRINZ HEINRICH, Capt. P. Giesch.	WEDNESDAY, 23rd Sept., at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	KLEIST, Capt. Ru. d. Meyer.	ABOUT TUESDAY, 24th Sept.
MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	MANILA, Capt. Minssen.	THURSDAY, 19th Oct., at Noon.
YOKOHAMA AND KOBE	PRINZ WALDEMAR, Capt. W. v. Senden.	ABOUT THURSDAY, 18th October.
KUDAT AND SANDAKAN	BORNEO, Capt. F. Sembill.	ABOUT Beginning of October.

For further Particulars, apply to Norddeutscher Lloyd, MELOERS & CO., General Agents, Hongkong & China.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOSHOW.

THE Company's Steamship HAIMUN, Captain A. J. Rossor, will be despatched for the above Ports on TUESDAY, the 17th inst., at Noon.

For Freight or Passage, apply to DOUGLAS, LARRAIK & Co., General Managers.

Hongkong, September 13, 1907. 1482

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITER RANAN AND BLACK SEA PORTS.

THE Steamship TOURANE, Captain LAUREN, will be despatched for MARSEILLES on TUESDAY, the 17th September, 1907, at 1 p.m.

This Steamship connects at Colombo with the Australian line S.S. "Arundel" bound for Melbourne, via BOMBAY and ADEN.

Passage Tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—S.S. AUSTRALIAN.....Oct. 1, 1907. S.S. NEBA.....Oct. 15, 1907. S.S. YARRA.....Oct. 29, 1907. S.S. ERNEST SIMONS.....Nov. 12, 1907. S.S. TORIN.....Nov. 26, 1907. S.S. POLYNESIAN.....Dec. 10, 1907.

J. DE CHAMPEAUX, Agent. Hongkong, September 4, 1907. 1483

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship LIGHTNING, Captain E. Fey, will be despatched for the above Ports on TUESDAY, the 17th inst., at 1 p.m. instead of as previously advertised.

For Freight or passage, apply to DAVID SASSON & Co., Ltd., Agents.

Hongkong, September 11, 1907. 1473

FOR DALNY.

THE Steamship KARONGA, will be despatched for the above port on or about FRIDAY, the 20th inst.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, September 2, 1907. 1418

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TONGA, PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship ALDENHAM, Capt. St. JOHN GORDON, will be despatched as above on SATURDAY, the 28th inst., at noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the staterooms of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 5, 1907. 1413

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	HINSANG	TUESDAY, Sept. 17, at 4 p.m.
* SHANGHAI, YOKOHAMA, KOBE AND MOJI	KUTSANG	THURSDAY, Sept. 19, at 4 p.m.
* MANILA	YUENSANG	FRIDAY, Sept. 20, at 4 p.m.
* TIENTSIN	CHEONGSHING	SATURDAY, Sept. 21, at 4 p.m.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st-Class Single \$ 65 Return \$100
Penang " " " 163 " 230
Calcutta " " " 163 " 230

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chetoo, Tientsin, Newchwang, and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTH AMPTON, ANTWERP AND HAMBURG	PRINZ HEINRICH, Capt. P. Giesch.	WEDNESDAY, 23rd Sept., at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	KLEIST, Capt. Ru. d. Meyer.	ABOUT TUESDAY, 24th Sept.
MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	MANILA, Capt. Minssen.	THURSDAY, 19th Oct., at Noon.
YOKOHAMA AND KOBE	PRINZ WALDEMAR, Capt. W. v. Senden.	ABOUT THURSDAY, 18th October.
KUDAT AND SANDAKAN	BORNEO, Capt. F. Sembill.	ABOUT Beginning of October.

For further Particulars, apply to Norddeutscher Lloyd, MELOERS & CO., General Agents, Hongkong & China.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOSHOW.

THE Company's Steamship HAIMUN, Captain A. J. Rossor, will be despatched for the above Ports on TUESDAY, the 17th inst., at Noon.

For Freight or Passage, apply to DOUGLAS, LARRAIK & Co., General Managers.

Hongkong, September 13, 1907. 1482

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITER RANAN AND BLACK SEA PORTS.

THE Steamship TOURANE, Captain LAUREN, will be despatched for MARSEILLES on TUESDAY, the 17th September, 1907, at 1 p.m.

This Steamship connects at Colombo with the Australian line S.S. "Arundel" bound for Melbourne, via BOMBAY and ADEN.

Passage Tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—S.S. AUSTRALIAN.....Oct. 1, 1907. S.S. NEBA.....Oct. 15, 1907. S.S. YARRA.....Oct. 29, 1907. S.S. ERNEST SIMONS.....Nov. 12, 1907. S.S. TORIN.....Nov. 26, 1907. S.S. POLYNESIAN.....Dec. 10, 1907.

J. DE CHAMPEAUX, Agent. Hongkong, September 4, 1907. 1483

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship LIGHTNING, Captain E. Fey, will be despatched for the above Ports on TUESDAY, the 17th inst., at 1 p.m. instead of as previously advertised.

For Freight or passage, apply to DAVID SASSON & Co., Ltd., Agents.

Hongkong, September 11, 1907. 1473

FOR DALNY.

THE Steamship KARONGA, will be despatched for the above port on or about FRIDAY, the 20th inst.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, September 2, 1907. 1

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS FOR Marseilles & London, THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to	Leave	Unloading Steamer	Due at	Due at
Colombo	Hongkong	from Colombo to	Marseilles & London	London
Tons	Weekday	Tons	Saturday	Saturday
	1907		1907	1907
MALTA	Sept. 21	MONGOLIA	Oct. 20	Oct. 27
DELTA	Oct. 6	VICTORIA	Nov. 2	Nov. 9
OCEANA	Oct. 10	BRITANNIA	Nov. 16	Nov. 23
DELHI	Nov. 2	MOULTAN	Nov. 30	Dec. 7
ARADIA	Nov. 16	CHINA	Dec. 14	Dec. 21
DEVANHA	Nov. 30	HIMALAYA	Dec. 28	Jan. 4, 1908
MAITA	Dec. 14	MOLDAVIA	Jan. 11, 1908	Jan. 18
DELTA	Dec. 28	INDIA	Jan. 25	Feb. 1
DELHI	Jan. 11, 1908	MONGOLIA	Feb. 8	Feb. 15
ARADIA	Jan. 25	VICTORIA	Feb. 22	Feb. 29
PENINSULAR	Feb. 8	MACEDONIA	Mar. 7	Mar. 14
DEVANHA	Feb. 22	BRITANNIA	Mar. 21	Mar. 28
DELTA	Mar. 7	MOULTAN	Mar. 28	April 4
MARMORA	Mar. 21	CHINA	April 11	April 18
DELHI	Apr. 4	MOLDAVIA	Apr. 18	Apr. 25
MALTA	Apr. 18	HIMALAYA	May 2	May 9
DEVANHA	Apr. 30	MONGOLIA	May 16	May 23
OCEANA	May 16	INDIA	May 30	June 6
			June 14	June 21

Passengers change steamers at Colombo, and those for BRENDSIS transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR LONDON, CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due at
	Hongkong	London
Tonnage	about	about
NAMUR	Oct. 9	Nov. 25
MANILA	Oct. 23	Dec. 9
ROBEN	Nov. 6	Dec. 23
MOBI	Nov. 20	Jan. 6, 1908
STELA	Dec. 4	Jan. 20
NYANZA	Dec. 18	Feb. 3
NILE	Jan. 1, 1908	Feb. 17
BUNDA	Jan. 15	March 2
PAWLAN	Jan. 29	March 16
NUBIA	Feb. 12	March 30
ROBEN	Feb. 26	April 10
MOBI	Mar. 11	April 25
STELA	Mar. 25	May 10
NYANZA	Apr. 8	May 24
NILE	Apr. 22	June 6
BUNDA	May 6	June 20
PAWLAN	May 20	July 4

These Steamers call also at Singapore, Penang, Colombo, and at Malts or Marseilles.

* Carry 1st and 2nd Saloon Passengers.

For further particulars, Apply to E. A. HEWETT, Superintendent.

3221

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

THE CO'S S.S.	FOR	LEAVING
* FUKUSHU MARU, Capt. T. Ito.	TAKAO, VIA SWATOW, AMOY AND ANPING.	WEDNESDAY, 18th Sept., at Daylight.
* FUKUSHU MARU, Capt. T. Ito.	FOOCHOW, VIA AMOY.	THURSDAY, 19th Sept., at Noon.
* FUKUSHU MARU, Capt. T. Ito.	SINGAPORE & CALCUTTA.	FRIDAY, 20th Sept., at 3 p.m.
* FUKUSHU MARU, Capt. T. Ito.	TAMSUI, VIA SWATOW, AND AMOY.	SUNDAY, 22nd Sept., at 9 a.m.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships.

* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and further information, apply at the Co's local Branch Office, at Second Floor, No. 1, QUEEN'S BUILDINGS.

T. ARIMA, Manager.

357

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

S/S	Tons	Captain	To Sail
* SUVERIC	6235	W. Shotton	1st October.
* KUMERIC	6232	D. Baird	15th October.
* SHAWMUT	9808	E. V. Roberts	6th November.

* Cargo only. † Passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The Twin-screw s.s. Shawmut and Tresson are fitted with very superior Accommodation for First and Second-Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in 2nd storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to Dodwell & Co., Limited, GENERAL AGENTS, QUEEN'S BUILDINGS.

358

Orders booked by Manager, CHINA MAIL.

Notices to Consignees.

NOTICE TO CONSIGNEES.

STEAMSHIP FINE BRANCH. FROM SYDNEY & MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd., Agents.

Hongkong, September 11, 1907. 1478

'INDRA' LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL.

THE Company's Steamer *Indra* having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 19th Inst. at 4 p.m., will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

Optional packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

Optional goods will be landed here unless instructions are given to the contrary before 12 o'clock Noon, TO-MORROW.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, September 13, 1907. 1481

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER *BORNEO*.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above Steamer are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 Hours. Goods not cleared by the 19th inst. at 4 p.m., will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, September 13, 1907. 1480

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departure of each English and French Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE

(Commercial, Shipping, etc.)

The best paper for posting to friends at home.

\$17 per Annum (including Postage).

THE CHINA MAIL, LD.

8, Queen's Road Central.

REMINISCENCES OF INTERPORT CRICKET.

By J. A. L.

Reprinted from the 'CHINA MAIL' in Pamphlet Form.

To be had at the 'CHINA MAIL' Office, 8, Queen's Road Central.

Price 50 Cent

THE FIRST CHINESE NEWSPAPER, EVER ISSUED UNDER PURELY NATIVE DIRECTION.

The Chinese Mail

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.

\$6 per Annum delivered in Hongkong, \$12.50 to all other Ports.

AT 4 O'CLOCK.

6 WELLINGTON STREET, HONGKONG.

Orders booked by Manager, CHINA MAIL.

1018

A NEW ISLAND.

Claimed by Japan.

A Tokyo message states that Saizawa Kichiji, who is engaged in the South Sea trade, has discovered an island in Lat. 20° 42' 3" N., Long 116° 42' 14", between Macao and the Philippines. The island is said to be about 15 miles in circumference and uninhabited. The island is reported to contain much sulphur and shells and to be well wooded. There are numerous birds on it and the adjacent waters abound with fish. He has named it Saizawa Island and a shoal near it Saizawa Shoal. He has hoisted a Japanese flag on the island.

YACHT FOR THE PHILIPPINES.

The yacht Wright for the Governor General of the Philippines has been undergoing renovations in Singapore and is expected to leave for Manila to-day.

It was the intention of the Army authorities to make the Wright into a first-class yacht, for the use of the Governor-General of the Philippines. The officers' cabins on the upper deck have been made into one large cabin for the use of His Excellency, the officers being moved to the deck below, save the Captain whose cabin stands between the wheelhouse and the cabin of the Governor-General.

The balance of the large upper deck is open and seated with easy chairs. It makes a very large promenade deck for so small a vessel as the Wright, being as wide as the widest part of the steamer and about half its full length. The Governor-General's cabin has its own bathroom adjoining, with porcelain fittings. The cabin is being fitted with furniture from Singapore, none of which, excepting a fine brass bedstead, is as yet visible. The upper deck has a flooring of tarred canvas instead of planks. The steamer is being fitted with electric light and modern sanitary and other appliances, but it is not comparable with the Sea Mew for the purpose for which these vessels are designed, nor is it to be compared with the Sea Mew, which was long used as a yacht for the Philippine Governor-General. Two new Scotch boilers have been installed in place of the three old American boilers.

The lower deck is decidedly crowded. The officers' cabins are small and insufficiently ventilated, while the passage-way outside is extremely narrow. The whole vessel is, however, being put into excellent shape, and will be made as neat and comfortable as its size and style of construction will permit. It was originally intended to spend \$32,000, American currency, on the work, but this was later increased by \$18,000, Singapore currency, making the total amount expended about \$50,000.

Dentistry.

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.

51, QUEEN'S ROAD CENTRAL.

1879

TERMS VERY MODERATE

Consultation Free

28

Hotels.

KING EDWARD

HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Rooms

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hote at Separate Tables.

TELEGRAPHIC ADDRESS: 'VICTORIA,' Hongkong

For terms, &c., apply to the MANAGER.

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VICTORIA HOTEL.

TELEGRAMS, VICTORIA, SHAMZEN.

SHAMZEN, CANTON.

ON THE BRITISH CONCESION.

H. HAYNES, Manager.

MACAO HOTEL.

TELEGRAMS, FARMER, MACAO.

MACAO, CHINA.

In the Centre of Praya Grand.

BOTH Hotels Electrically Lighted and under Experienced European Management.

Every Comfort and Convenience for Residents and Tourists.

WM. FARMER, Proprietor.

Capt. T. AUSTIN, Manager.

438

BELLE VIEW HOTEL

(LATE METROPOLE HOTEL).

SHAUKIWAN ROAD.

A Pleasant Drive along the Sea Front, either by Tram or Ricksha.

BEST OF WINES, BOWLING, BILLIARD, &c.

A Commodious Matched for the Use of BATHERS and VISITORS.

A FIRST-CLASS EUROPEAN STRING BAND will be in attendance EVERY SUNDAY EVENING, AT 4 O'CLOCK.

Telephone No. 593.

Hongkong, September 6, 1907. 1018

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, September 12th, 1907.

At 100 cents per Dollar Mexican.

Butcher Meat.

Beef steaks and prime cut—Mei Lung Pa .. lb 20

.. Corned—Ham Ngau Yuk 20

.. Roast—Shiu 20

.. Breast—Nagu Lam 15

.. Soup—Tong Yuk 15

.. Steak—Ngau Yuk Pa 20

.. 30

.. Sausages—Ngau Ching 20

.. 10

.. 55

.. Head—Ngau Tan 80

.. Heart—Ngau Sam 12

.. Flank—Ngau Kiu 20

.. Feet—Ngau Kerk each 7

.. Kidneys—Ngau Yiu 10

.. Tail—Ngau Mei 17

.. Liver—Ngau Con 12

.. Tripe (addressed)—Ngau To 7

.. \$1.00

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Vessels Advertised as Loading.

Vessels Advertised as Loading.

DESTINATION	YACHT	NAME	NO.	DATE	TIME	PLACE	REMARKS

NAME.	RESIDENCE.	AGENTS.	DATE OF LEAVING.
...

1. The first part of the document is a header section containing the following information:

- 1.1. The name of the organization: "The [redacted] Foundation".
- 1.2. The address: "1234 Main Street, Suite 500, New York, NY 10001".
- 1.3. The phone number: "212-555-1234".
- 1.4. The fax number: "212-555-5678".
- 1.5. The email address: "info@[redacted].org".
- 1.6. The website: "www.[redacted].org".

2. The second part of the document is a table with the following columns:

Item	Description	Quantity	Unit Price	Total Price
1	[redacted]	100	\$1.00	\$100.00
2	[redacted]	50	\$2.00	\$100.00
3	[redacted]	25	\$4.00	\$100.00
4	[redacted]	10	\$10.00	\$100.00
5	[redacted]	5	\$20.00	\$100.00
6	[redacted]	2	\$50.00	\$100.00
7	[redacted]	1	\$100.00	\$100.00
8	[redacted]	1	\$100.00	\$100.00
9	[redacted]	1	\$100.00	\$100.00
10	[redacted]	1	\$100.00	\$100.00

3. The third part of the document is a section titled "Notes" containing the following text:

1. The first note is: "The [redacted] Foundation is a 501(c)(3) organization.".

2. The second note is: "The [redacted] Foundation is a 501(c)(3) organization.".

3. The third note is: "The [redacted] Foundation is a 501(c)(3) organization.".

4. The fourth note is: "The [redacted] Foundation is a 501(c)(3) organization.".

5. The fifth note is: "The [redacted] Foundation is a 501(c)(3) organization.".

6. The sixth note is: "The [redacted] Foundation is a 501(c)(3) organization.".

7. The seventh note is: "The [redacted] Foundation is a 501(c)(3) organization.".

8. The eighth note is: "The [redacted] Foundation is a 501(c)(3) organization.".

9. The ninth note is: "The [redacted] Foundation is a 501(c)(3) organization.".

10. The tenth note is: "The [redacted] Foundation is a 501(c)(3) organization.".

4. The fourth part of the document is a section titled "Signatures" containing the following text:

1. The first signature is: "The [redacted] Foundation".

2. The second signature is: "The [redacted] Foundation".

3. The third signature is: "The [redacted] Foundation".

4. The fourth signature is: "The [redacted] Foundation".

5. The fifth signature is: "The [redacted] Foundation".

6. The sixth signature is: "The [redacted] Foundation".

7. The seventh signature is: "The [redacted] Foundation".

8. The eighth signature is: "The [redacted] Foundation".

9. The ninth signature is: "The [redacted] Foundation".

10. The tenth signature is: "The [redacted] Foundation".

5. The fifth part of the document is a section titled "Appendix" containing the following text:

1. The first appendix is: "The [redacted] Foundation".

2. The second appendix is: "The [redacted] Foundation".

3. The third appendix is: "The [redacted] Foundation".

4. The fourth appendix is: "The [redacted] Foundation".

5. The fifth appendix is: "The [redacted] Foundation".

6. The sixth appendix is: "The [redacted] Foundation".

7. The seventh appendix is: "The [redacted] Foundation".

8. The eighth appendix is: "The [redacted] Foundation".

9. The ninth appendix is: "The [redacted] Foundation".

10. The tenth appendix is: "The [redacted] Foundation".

Amoy & Fookow	Erithiel (a)	...
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Amoy, O'loo, N'ebwang	Kwaiyang (a)	Osaka Shoten Kaisha., Sept. 19, at Noon.
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